



Newnan City Council Meeting

NOVEMBER 10, 2020

Newnan City Hall
Richard A. Bolin Council Chambers
25 LaGrange Street
2:30 PM

NO OFF-AGENDA ITEMS OR COMMENTS WILL BE CONSIDERED AT TODAY'S MEETING

CALL TO ORDER

INVOCATION

READING OF MINUTES

- [A.](#) Minutes from Regular Council Meeting on October 27, 2020

REPORTS OF BOARDS AND COMMISSIONS

- [B.](#) Annual Report- Urban Redevelopment Agency (Information Only)
- C. 1 Appointment- Newnan Youth Activities, 3 year term
- D. 1 Appointment- Ethics Commission, 2 year term
- E. 2 Appointments- Farmer Street Cemetery Commission, 3 year term

REPORTS ON OPERATIONS BY CITY MANAGER

REPORTS AND COMMUNICATIONS FROM MAYOR

NEW BUSINESS

- [F.](#) Public Hearing - Application for Alcohol Beverage License - Transfer License Representative - The Juicy Crab - Retail on Premise (Pouring) Sales Distilled Spirits, Malt Beverages and Wine - 1120 Bullsboro Drive - Reason: Personnel Change
- [G.](#) Public Hearing - Application for Alcohol Beverage License - Transfer Licensee - Chylacas Grill LLC - Retail On Premise (Pouring) Sales, Distilled Spirits, Malt Beverages and Wine - 20 Bullsboro Drive - Reason: New owners
- [H.](#) Request from the Coweta County School System for the installation of flashing school beacons at the CEC School on Martin Luther King Jr Drive.
- [I.](#) Consideration of Local Maintenance Improvement Grant (LMIG), List of Streets Proposed for Maintenance
- [J.](#) Consideration of a Resolution approving the issuance of multifamily housing revenue bonds by the Thomaston Housing Authority

UNFINISHED BUSINESS

- [K.](#) 2nd and Final Reading- Consideration of an Ordinance to Amend the Code of Ordinances, Chapter 5, Section 5-25, Demolition, Removal or Relocation of Structures
- [L.](#) 2nd and Final Reading- Rezoning Request RZ2020-04, Melissa Griffis on behalf of Turnstone group, LLC for 2.70 ± acres located on Diplomat Parkway - (#098 5052 001) - From CGN to CHV conditioned for climate controlled storage units - Consideration of an Ordinance

- [M.](#) Summary of findings and recommendations for designating Wesley St, from Jefferson St to Jackson St, as one-way, to mitigate limited sight distance at the intersection of Wesley Street at Jefferson Street (SR 14)

VISITORS, PETITIONS, COMMUNICATIONS & COMPLAINTS

- [N.](#) Request from Foundation Christian Church to hold movie event on South Court Square on December 11th from 3pm-11pm

MOTION TO ENTER INTO EXECUTIVE SESSION

- [O.](#) Motion to Enter into Executive Session

WORK SESSION: Presentations and discussions of master planning proposals for Caldwell Tanks property

- [P.](#) KA Oldham
- [Q.](#) Stevens & Wilkinson
- [R.](#) Nelson

ADJOURNMENT

The regular meeting of the City Council of the City of Newnan, Georgia was held on Tuesday, October 27, 2020 at 6:30 p.m. in the Richard A. Bolin Council Chambers of City Hall with Mayor Keith Brady presiding.

CALL TO ORDER

Mayor Brady called the meeting to order and delivered the invocation.

PRESENT

Mayor Keith Brady: Council members present: Ray DuBose; George Alexander; Paul Guillaume, Dustin Koritko, Rhodes Shell and Cynthia E. Jenkins. Also present: City Manager, Cleatus Phillips; Assistant City Manager, Hasco Craver; City Clerk, Della Hill; Planning Director, Tracy Dunnavant; Public Works Director, Michael Klahr; City Attorney, Brad Sears and Police Chief, Douglas "Buster" Meadows.

MINUTES – REGULAR COUNCIL MEETING – OCTOBER 13, 2020

Motion by Councilman Koritko, seconded by Mayor Pro Tem Alexander to dispense with the reading of the minutes of the Regular Council meeting on October 13, 2020 and adopt them as presented.

MOTION CARRIED. (7 – 0)

APPOINTMENTS – NEWNAN YOUTH ACTIVITIES COMMISSION – 3 YEAR TERM

Motion by Councilman Guillaume, seconded by Councilman Koritko to appoint Sara Arnall to the Newnan Youth Activities Commission for a three year term.

MOTION CARRIED. (7 – 0)

Mayor Brady asked the City Manager to place Councilman Koritko appointment to the Newnan Youth Activities Commission on the agenda for the next Council meeting.

APPOINTMENT – CONVENTION CENTER AUTHORITY

Motion by Councilman Guillaume, seconded by Councilman Koritko to appoint Brent Snodgrass to the Convention Center Authority for a three year term.

MOTION CARRIED. (7 – 0)

APPOINTMENTS – FARMER STREET CEMETERY COMMISSION

Motion by Councilman DuBose, seconded by Councilman Guillaume to appoint Cynthia A. Finney to the Farmer Street Cemetery Commission for a three year term.

MOTION CARRIED. (7 – 0)

Mayor Brady asked the City Manager to place his appointment and Councilman Koritko's appointment to the Farmer Street Cemetery Commission on the agenda for the next Council meeting.

APPOINTMENT – ETHICS COMMISSION – 2 YEAR TERM

Mayor Brady asked the City Manager to place Councilwoman Jenkins's appointment on the agenda for the next Council meeting for the Ethics Commission.

APPOINTMENT - NEWNAN URBAN REDEVELOPMENT AGENCY – REPLACE ANTOINE MARTIN – EXPIRES APRIL 2021

Motion by Mayor Brady, seconded by Mayor Pro Tem Alexander to appoint Kassie Hooks to the Newnan Urban Redevelopment Agency.

MOTION CARRIED. (7 – 0)

NEWNAN YOUTH ACTIVITIES COMMISSION - REPORT

Information only.

AGREEMENT – CORPORATE HEALTH PARTNERS – 2021

Motion by Mayor Pro Tem Alexander, seconded by Councilman Koritko to adopt an Agreement with Corporate Health Partners for 2021 for wellness program.

MOTION CARRIED. (7 – 0)

AGREEMENT RENEWAL – BETWEEN THE CITY OF NEWNAN AND THE COWETA COUNTY GENEALOGICAL SOCIETY

Motion by Mayor Pro Tem Alexander, seconded by Councilman Shell to adopt an agreement renewal for another 5-year period to run from January 2021 until December 2025 between the City of Newnan and the Coweta County Genealogical Society for property located at 8 Carmichael Street.

MOTION CARRIED. (7 – 0)

**ORDINANCE – AMEND THE CODE OF ORDINANCES, CHAPTER 5, SECTION 5-25,
DEMOLITION, REMOVAL OR RELOCATION OF STRUCTURES**

The Assistant City Manager stated this was discussed and agreed to amend the existing demolition ordinance to utilize a 50-year standard, which is recognized by many organizations as a time period in which a structure may be deemed eligible for recognition as historically significant at 2020 Council Retreat.

Motion by Councilman DuBose, seconded by Councilman Guillaume to adopt on First reading an Ordinance to Amend the Code of Ordinances, Chapter 5, Section 5-25, Demolition, Removal or Relocation of Structures. Opposed: Koritko.

MOTION CARRIED. (6 – 1)

**2nd AND FINAL READING - ORDINANCE TO AMEND THE LICENSE FEE FOR RETAIL
CONSUMPTION DEALER (DISTILLED SPIRITS, MALT BEVERAGES AND WINE)**

Motion by Councilman Shell, seconded by Councilman Guillaume to adopt on 2nd and final reading an Ordinance to Amend the License Fee for Retail Consumption Dealer (Distilled Spirits, Malt Beverages and Wine). Opposed: Alexander, Koritko.

MOTION CARRIED. (5 – 2)

**PUBLIC HEARING – REZONING REQUEST RZ2020-03, MELISSA GRIFFIS – BEHALF
OF TURNSTONE GROUP, LLC AND KM HOMES – 10.120± ACRES – NEWNAN
CROSSING BOULEVARD EAST – (#086 5021 005, #086 5021 011, #086 5021 012)
FROM CCS AND RMH WITH CONDITIONS TO RMH CONDITIONED FOR
TOWNHOUSES - CONSIDERATION OF AN ORDINANCE**

Mayor Brady opened a public hearing on the application for Rezoning request by Melissa Griffis on behalf of Turnstone Group LLC and KM Homes for 10.120± acres – Newnan Crossing Boulevard East.

The Planning Director stated this is a request by Melissa Griffis on behalf of the Turnstone Group, LLC and KM Homes to rezone 10.120± acres located on Newnan Crossing Boulevard East from CCS and RMH (with conditions) to RMH for the development of 98 townhomes. The tracts are located just south of the apartment tract on NCBE and are currently vacant. In March of 2017, the three tracts were rezoned as a part of an overall development plan and were shown to be developed with a grocery store, 35 townhome units and 140 senior residences. The applicant would like to decrease the number of units and change one of commercial tracts to residential in order to accommodate 98 townhomes. It should be noted that in 2017, a transfer of density rights was given to this development via the 10 acres of park land that was dedicated to the City. That is how they are able to build an additional 175 units when RMH allows 8 units per acre.

The applicant would like to develop 98 townhome units on the three tracts. The targeted final sales price will be around \$260k with approximately 1,919 of heated square footage. In terms of amenities, the applicant has proffered the following an outdoor playground area, basketball court, covered picnic area and passive recreation with walking paths throughout the community. The residents will also have access to the LINC.

The townhouses will have to meet all of the City's standards for townhouses and a copy of those regulations have been included in the report.

Staff felt the use was suitable in view of the zoning and development of adjacent and nearby property since there is already a mixture of commercial and residential uses. In addition, the future land use map shows the area as future commercial, mixed use. Also, the additional housing will provide a built-in customer base for the commercial businesses in the area.

Adversely impact on adjacent or nearby property – two of the tracts are already zoned residential and the third tract is commercial, which would be developed with a less intense use. By building the 98 townhomes, there would be less traffic on both LFR and NCBE. Staff felt the adverse impact would actually be less.

Could it be used as currently zoned – Yes, but the senior residences tract may have a more difficult time being developed/sold since the applicant has indicated that they have not had any luck marketing it over the last 8 year and there have been several new senior developments approved in the past three years (Watercrest, 74 units in Stillwood, Dominion's 202, and 135 at the Claiborne).

Would the project cause an excessive or burdensome use of public facilities - After reviewing all responses, staff determined that the project will have an impact on public services, but it would not be excessive or burdensome. Newnan Utilities indicated they could serve the property and the Engineering Department report showed 970 less trips per average weekday being generated as well as less impervious surface. The school system did express concern over the change from senior units to family units and they asked the applicant to provide advance notice regarding project specifics so that they could plan for the additional students.

In terms of the Comprehensive Plan, The Future Land Use Map shows the property as commercial, mixed use. So, the project would be compatible with the comprehensive plan's vision as these tracts are part of the overall master plan previously approved for the area.

Townhouses are permitted in RMH zoning districts and two of the tracts are already zoned RMH. In addition, the Zoning Ordinance states that new RMH zonings should be located adjacent to existing RMH and the tracts would actually abut the existing apartments. Therefore, Staff feels the development would be consistent with the purpose and intent of the proposed zoning.

Would the proposed use be supported by new or changing conditions not anticipated by the Comprehensive Plan? The City completed its full update on the Comp Plan in 2016 and adopted a new Zoning Ordinance and corresponding map in September of 2017 and both show the property as commercial. Adding more townhouses would have no bearing on the future land use map and the area has been approved for mixed use development.

Staff feels the project shows a reasonable balance between the promotion of the public health, safety, morality or general welfare and the right to unrestricted use of property. By developing 98 townhouse units, the site will generate less traffic, less impervious surface, and provide a larger built-in customer base for the commercial businesses.

At their September 8, 2020 meeting, the Planning Commission held a public hearing and voted 6-1 to recommend approval with the following conditions.

The project will be consistent with the plan, density, project data, amenities, proffered conditions, and architectural details as provided as part of the application. The project shall consist of a maximum of 98 townhouse units.

The community will have amenities to include but not limited to outdoor playground area, basketball court, covered picnic area and passive recreation with walking paths throughout the community.

Additional buffering and fencing will be provided to help screen the basketball court from Lower Fayetteville Road.

The townhouse elevations will be revised to meet all standards for townhouses as specified in Article 3 of the Zoning Ordinance.

Applicant:

Ms. Melissa Griffis on behalf of Turnstone Group. owner and KM Homes, developer, stated she wanted to make sure the application and all of rezoning request, proffered and additional proffered conditions, plans, profile, elevations, materials and letter are part of the records. There is a 77 unit decrease on the rezoning request. All of the conditions are approved.

Adam Goldstein, Turnstone Group, indicated this property has been marketed at its current zoning for eight years and has not been successful in gaining any interest as currently zoned. We are looking for the opportunity to bring a community of Townhomes to this area and decrease the total number of units previously approved.

Doug Strall indicated KM Homes is a privately held business that has operated for over 64 years located in Georgia. They will be building the Eaves floor plan homes with 1,900 square feet. All rear two car garages with parking in rear for 4 additional cars. The streets will be public. There will be right in right out on Lower Fayetteville Road. The number of rental units will be limited to 20 percent which will be added to the proffered conditions.

Mayor Brady stated we have a stacking situation already with right in right out on Lower Fayetteville Road with people making a left turn. He is asking for a condition to be placed

where it will not be possible to make a left turn at the right in right out onto Lower Fayetteville Road before this can be approved.

The City Manager informed Council there has been a lot of attempts over the years to stop this. There needs something in the actual medium that will prohibit this movement. He stated there is a gore area that is in between the middle of Lower Fayetteville that separate those right in right out. A raised island could be the solution.

The following two additional conditions will be added to the proffered conditions for the rezoning request.

Applicant/Developer agrees to engineer and construct a raised median in the area of the existing yellow painted gore in the center of Lower Fayetteville Road at the location of the existing right in right out located on the north side of Lower Fayetteville Road west of the intersection of Lower Fayetteville Road and Newnan Crossing Blvd East.

The covenants and restrictions shall provide that no more than 20% of the 98 townhouse units will be rental units, not owner occupied.

Opposition:

Spencer Lewis does not agree with the overall price point of the housing, however, thinks there is lack in affordable housing.

Mayor Brady closed the public hearing.

Motion by Mayor Pro Tem Alexander, seconded by Councilman Shell to accept the Planning Commission report for the rezoning request location at Newnan Crossing Boulevard East consisting of 10.120 acres.

MOTION CARRIED. (7 – 0)

Motion by Mayor Pro Tem Alexander, seconded by Councilman Shell to approve the rezoning request with all conditions for property located on Newnan Crossing Boulevard East consisting of 10.120 acres.

MOTION CARRIED. (7 – 0)

ORDINANCE – AMEND THE ZONING MAP FOR PROPERTY LOCATED ON NEWNAN CROSSING BOULEVARD EAST – 10.120± ACRES – FROM CCS TO RMH

Motion by Councilman DuBose, seconded by Mayor Pro Tem Alexander to adopt an Ordinance to Amend the Zoning Map property located on Newnan Crossing Boulevard East containing 10.120± acres from CCS (Community Shopping Center District) and RMH (Residential Multiple Family Dwelling-Higher Density District) to RMH (Residential Multiple Family Dwelling-Higher Density District) with all conditions.

MOTION CARRIED. (7 - 0)

PUBLIC HEARING – REZONING RZ2020-04, MELISSA GRIFFIS – BEHALF TURNSTONE GROUP, LLC – 2.70± ACRES – DIPLOMAT PARKWAY (#098 5052 001 – FROM CGN TO CHV CONDITIONED FOR CLIMATE CONTROLLED STORAGE UNITS – ORDINANCE

Mayor Brady opened a public hearing on the rezoning request on behalf of Turnstone Group, LLC for 2.70± acres located off Diplomat Parkway from CGN (General Commercial District) to CHV (Heavy Commercial District) with conditions for indoor climate-controlled storage units.

The Planning Director stated this is a request by Melissa Griffis on behalf of the Turnstone Group, LLC to rezone 2.70± acres tract located off Diplomat Parkway from CGN to CHV (with conditions) for indoor climate-control storage units.

The tract is located behind the Woodspings Suites hotel that is currently under construction and abuts the Highlands at Newnan Crossing subdivision. The tract is within the QDC (Quality Development Overlay District) and the I-85 Building Height Overlay District which allows a building height up to 85 feet. The 850-unit self-storage facilities would be limited to that specific use and would meet all of the Zoning Ordinance requirements which have been listed in the report. The facility will be 96,000 square feet (gross) with 70,000 rentable. There will be no outdoor storage or long-term parking. The facility will have a 1,200 square foot office with anticipated hours running from 8:00 am to 6:00 pm. Tenant access will be from 6:00 am to 10:00 pm daily. Before/afterhours access will be limited by key fob/key pad access that works only during those times. The applicant has provided elevations representative of the facility they plan to build.

While there are several commercial tracts fronting on Diplomat Parkway, the subject tract also abuts two residential uses (apartments and a SF neighborhood) along the side and rear. Typically, CHV uses buffer industrial developments from either commercial or MF. In this case, the CHV is being limited to self-storage units only with no outdoor storage or long-term parking. The units will be in a single structure and will resemble an office building. It should also be noted that the Highlands HOA agent has provided a letter stating that they feel it would be in their best interest to support the rezoning as it means less traffic and no windows overlooking their homes. Also, the applicant is willing to proffer that the building height would be limited to 40 feet, which is 45 feet less than the

allowable height in the area. Staff felt the use is suitable in view of the zoning and development of adjacent and nearby property.

Adverse impact on adjacent or nearby property would be minimal – the greatest impact would be potential truck traffic and noise generated by the renters of the storage units. However, access will be limited to certain hours with controlled after/before hours entry and the structure and required plantings could actually buffer some of the noise from the interstate. In terms of traffic, the units are predicated to generate around 240 trips per day, which is much less than the majority of uses that can currently be built on the site.

Are there substantial reasons why the property cannot or should not be used as currently zoned? The property could be used as currently zoned.

Would the project cause an excessive or burdensome use of public facilities – After reviewing all responses, staff determined that the project will have an impact on public services, but it would not be excessive or burdensome.

In terms of the Comprehensive Plan, the FLU map shows the property as future commercial, mixed use. Staff feels it would be more compatible with the commercial future land use category as it does not have mixed uses. The development would be consistent with the purpose and intent of the proposed zoning.

Staff feels the project shows a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property. The Highlands HOA is supporting the request. They feel the development will generate less traffic, ensure they don't have windows overlooking their homes and would have building limited to 40 feet in height.

The Planning Commission held a public hearing at their September 8, 2020 meeting and voted unanimously to recommend approval with conditions:

The use shall be limited to indoor climate-controlled storage units only and will be consistent with all plans, profiles, elevations pictures and other demonstrative materials submitted as part of the application.

No outdoor storage or long-term parking allowed.

The building height shall be limited to 40 feet.

The subdivision of the tract will not create a flag lot.

Applicant:

Melissa Griffis, on behalf of the applicant, Turnstone Group, LLC has made application to amend the zoning ordinance to allow rezoning of 2.70 acres from CGN to CHV Conditional. The applicant is excited to provide an indoor climate-controlled storage unit facility located in the City of Newnan, Georgia with no outdoor storage allowed. The applicant has approved all of the proffered conditions. Some home owners were present at the Planning Commission in support of the project. Letters were sent out to home owners within 250 feet.

Adam Goldstein indicated they are requesting the property be rezoned in order to build an indoor storage unit facility. We have had hotels and other businesses interested in the property but we felt the home owners would not want that type of business looking in their backyards. We want to be good neighbors. We met with a member of the HOA board and they felt storage units would be in their best interest. The storage units will look like an office building. No outdoor storage will be allowed.

No one spoke in opposition.

Mayor Brady closed the public hearing

Motion by Councilman Koritko, seconded by Mayor Pro Tem Alexander to approve the report and recommendation from the Planning Commission.

MOTION CARRIED. (7 – 0)

Motion by Councilman DuBose, seconded by Councilwoman Jenkins to approve the rezoning request from CGN to CHV with conditions for 2.70 acres off of Diplomat Parkway with proffered conditions.

MOTION CARRIED. (7 – 0)

ORDINANCE

Motion by Councilman Shell, seconded by Councilman Guillaume to amend the zoning map for 2.70 acres located off Diplomat Parkway from CGN to CHV conditioned for climate-controlled storage units with proffered conditions. Opposed: Alexander

MOTION CARRIED. (6 – 1)

REPORT – CONDITIONS/CONSIDERATION - DRAINAGE COMPLAINT – 29
DOMINECK STREET

The Public Works Director/City Engineer reported in 2014 this same property owner requested relief from a drainage issue associated with an open ditch on her property running from an outlet-end of a storm pipe at Tuxedo Avenue to the inlet-end of a storm pipe at Domineck Street. The Street Department made improvements to the inlet-end of the pipe at Domineck Street, including replacing the existing downstream pipe with a larger pipe. Following those improvements, no issues had been raised with the City until 2019. He indicated in staff position the two lots adjacent to the ditch are not adequately graded to drain. They are in effect, bowls that will fill up with stormwater until they can empty to the ditch, or over the curb to the Street. The wetted perimeter of the ditch has been reduced by the property owner and the sides of the ditch raised, constricting flow and drainage into the ditch. In 2015 Council directed staff to develop a design and set of construction plans to reroute the stormwater. This was done, and the Engineer's construction cost estimate was \$358,196.25.

Mayor Brady indicated several years ago we went through a large study on the Storm Water Utility program for user fee.

The City Manager stated after a study the Council decided not to move forward with the Storm Water Utility program but chose to adopt Service Policy instead. This policy clarifies the responsibility of the City on our policy for drainage maintenance problems. Also, to clarify the responsibilities for the property owner. When start making improvements on private property you are opening the door for more and more request. We recommend not doing anything in the ditch it would mean going against the policy. It is our opinion the two lots adjacent to the ditch are not adequately graded to drain.

The Public Works Director indicated they have explained the situation to the home owner letting her know she will still have the problem because the two lots adjacent to the ditch are not adequately graded to drain properly.

Ms. Annie Lou Warrner, resident 29 Domineck Street stated she has a problem with flooding in her yard. She indicated there are not enough drains on the other streets to take care of the drainage causing the water to run down causing flooding in her yard. She insisted she needs help and they need to look at the video.

This item was continued until the next meeting November 10, 2020.

EXECUTIVE SESSION

MOTION EXECUTIVE SESSION

Motion by Mayor Pro Tem Alexander, seconded by Councilman Koritko that we now enter into closed session as allowed by O.C.G.A. Section 50-14-4 and pursuant to advice by the City Attorney, for the purpose of discussing real estate and legal issues and that we move, in open session to adopt a resolution authorizing and directing the Mayor or presiding officer to execute an affidavit in compliance with O.C.G.A. Section 50-14-4, and that this body ratify the actions of the Council taken in closed session and confirm that the subject matters of the closed session were within exceptions permitted by the open meetings law at 7:45 pm.

MOTION CARRIED. (7 – 0)

RESOLUTION/MAYOR'S AFFIDAVIT FOR EXECUTIVE SESSION

Motion by Mayor Pro Tem Alexander, seconded by Councilman Koritko to adopt the resolution authorizing the Mayor to execute the affidavit stating that the subject matter of the closed portion of the Council was within the exceptions provided by O.C.G.A. Section 50-14-4(b).

MOTION CARRIED. (7 – 0)

REESE CLAIM

Motion by Mayor Pro Tem Alexander, seconded by Councilman Koritko to deny the Reese Claim.

MOTION CARRIED. (7 – 0)

ADJOURNMENT

Motion by Councilman Koritko, seconded by Mayor Pro Tem Alexander to adjourn the Council meeting at 7:51 pm.

MOTION CARRIED. (7 – 0)

Della Hill, City Clerk

Keith Brady, Mayor

Newnan Urban Redevelopment Agency



NURA Members

- **Gerald Walton – Chair**
- **Eric Miller – Vice Chair**
- **Simonne Dunn**
- **Tanya Tyson**
- **Cindy Eidson**
- **Jack Binion**
- **Sara Freeman**
- **Matt Rice**
- **Kassie Hooks**



Liaison – Sandra Strozier, Housing Authority
City Staff - Tracy Dunnavant & Chris Cole

2020 Project Updates

Chalk Level National Register District Nomination



- Revised Pre-application was submitted to the state historic preservation division on November 2nd
- Expanded district now includes the Housing Authority Properties, Eastview Cemetery and the Dowdell Academy
- Once reviewed by HPD, the City will begin working on a full submittal

2020 Project Updates

100 East Washington Street

- **Locus Design & Consulting was hired to develop remodel plans**
- **A request for proposal has been developed and NURA is currently accepting bids on the project**
- **Once the project is completed, NURA will sell the house, repay the loan from Council, and use the remaining funds as start up money to build additional homes on city owned lots**



Existing



Proposed

2020 Project Updates

Paint Day Projects

- COVID cancelled both paint days
- We have identified a home within the Chalk Level area owned by a senior citizen for the spring event & we are working with community organizations on finding volunteers
- Past improvements have included: siding and wall repair, painting the homes, replacing screening and damaged screen doors, and yard work/landscaping



Before and after – fall 2019 Paint Day

GICH Training & Alumni Recertification



In February, the Newnan GICH team was recertified as an alumni community providing additional points for various housing grants

GICH Team members attended two bi-annual trainings as a requirement for recertification – one in Tifton in February and a virtual conference in September



NURA Goals for 2021

- **Hold two paint days in the fall and spring**
- **Submit the Final National Register Nomination Application**
- **Complete Rehab on 100 East Washington Street**
- **Identify and Start Construction on a Second Home**
- **Continue to Attend Trainings Geared Towards Affordable Housing Opportunities**

Questions?

**Thank You for Your
Continued Support
of the NURA!**

APPLICATION FOR ALCOHOL BEVERAGE LICENSE TRANSFER LICENSE REPRESENTATIVE

Name: **JC NEWNAN INVESTMENT LLC DBA THE JUICY CRAB**

Licensee: **BING LIU**

License Representative: **FROM: JOHN TAKVORIAN
TO: TORI K. SCHMIDT**

Type License: **Retail ON Premise (Pouring) Sales Distilled Spirits, Malt Beverages & Wine**

Location: **1120 BULLSBORO DRIVE**

TO THE CITY COUNCIL: REASON – PERSONNEL CHANGE

(1) The above application with supporting documents and application fee has been filed in the City Clerk's office; reviewed by the appropriate departments of the City and appears to be (complete). (Sec 3-33)

If incomplete, reasons _____

(2) The citizenship requirements (have) been met. (Sec. 3-34)

If not, reasons _____

(3) Residency requirements (have) been met. (Sec. 3-35)

If not, reasons _____

(4) The location appears (to comply) with zoning requirements. (Sec 3-37)

If not, reasons _____

(5) The location of the proposed premises appears (to comply) with the distance requirements set forth in Sec. 3-39.

If not, reasons _____

(6) All taxes or other debts to the City (are) current. (Sec 3-38)

If not, reasons _____

(7) A publisher's affidavit (has not) been filed showing the notice requirement (has not) been complied with. (Sec 3-40 (a))

If not, reasons Advertised. N/A.

(8) An affidavit from the applicant certifying posting of the proposed premises (has) (has not) been filed. (Sec. 3-40(b))

If not, reasons N/A

Respectfully submitted,

Della Hill
City Clerk

APPLICATION FOR ALCOHOL BEVERAGE LICENSE

Name: **From: CHYLACAS MEXICAN RESTAURANT, INC.**

To: CHYLACAS GRILL, LLC

Licensee: **VICENTE DIAZ**

License Representative: **SAME**

Type License: **Retail ON Premise (Pouring) Sales Distilled Spirits, Malt Beverages
and Wine**

Location: **20 Bullsboro Drive**

TO THE CITY COUNCIL: REASON – NEW OWNERS

(1) The above application with supporting documents and application fee has been filed in the City Clerk's office; reviewed by the appropriate departments of the City and appears to be (complete). (Sec 3-33)

If incomplete, reasons

(2) The citizenship requirements (have) been met. (Sec. 3-34)

If not, reasons

(3) Residency requirements (have) been met. (Sec. 3-35)

If not, reasons

(4) The location appears (to comply) with zoning requirements. (Sec 3-37)

If not, reasons

(5) The location of the proposed premises appears (to comply) with the distance requirements set forth in Sec. 3-39.

If not, reasons _____

(6) All taxes or other debts to the City (are) current. (Sec 3-38)

If not, reasons _____

(7) A publisher's affidavit (has not) been filed showing the notice requirement (has not) been complied with. (Sec 3-40 (a))

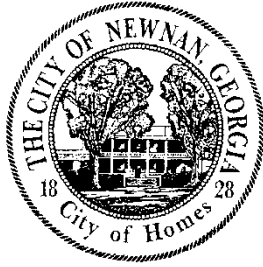
If not, reasons Advertised. Will file affidavit prior to hearing.

(8) An affidavit from the applicant certifying posting of the proposed premises (has) (has not) been filed. (Sec. 3-40(b))

If not, reasons N/A

Respectfully submitted,

Della Hill
City Clerk



City of Newnan, Georgia - Mayor and Council

Date: November 10, 2020

Agenda Item: Flashing School Beacons at CEC School

Prepared by: Michael Klahr, Public Works Director/ City Engineer

Purpose: To present a request from the Coweta County School System for the installation of flashing school beacons at the CEC School on Martin Luther King Jr Drive.

Background: The Director of Facilities for the Coweta County School System has made a request for the installation of flashing school beacons at the CEC School on Martin Luther King, Jr Dr. His concern, and this is supported by the CEO and others at the School, is that traffic has increased along the Martin Luther King, Jr Drive due to the new interchange at I-85 and Poplar Rd.

This is presented to Council because we have had an unofficial policy for installing flashing beacon systems at lower schools that are located on roads with higher posted speed limits. Presently, we have flashing beacon systems installed on Mary Freeman Road, for the Welch Elementary School, and Lower Fayetteville Road, for Newnan Crossing Elementary School. Both of the roads have posted speed limits of 45 MPH.

If approved, the flashing beacons will replace existing signage marking the school zone as established by City Ordinance.

The system is solar powered with web based control. City forces can be utilized for installation.

Attachments: Letter of Request
Quote

Coweta County School System Operations Center

October 22, 2020

Cleatus Phillips
City Manager
25 LaGrange Street
Newnan, GA 30263

RE: Central Educational Center School Zone Lights

Mr. Phillips:

The Coweta County School System would like to request flashing school zone lights to be installed at the following location:

Central Educational Center
160 Martin Luther King Jr. Drive
Newnan, GA. 30263

Due to increased traffic from the new Interstate 85 exit being opened, increase traffic at the school, and multiple bus stops on this same route, we would like to request school zone flashing lights to be installed at both ends of the street to hopefully alert drivers to slow down when entering the CEC school zone; specifically, during morning arrival, lunch, and dismissal times when pedestrian and vehicle traffic is heavy.

We greatly appreciate your consideration in this matter. Please feel free to contact me or any of the administrators at Central Educational Center if you have any questions.

Sincerely,



Ronald C. Cheek
Director of Facilities
Coweta County School System

K&K Systems

Systems

QUOTATION

687 Palmetto Road

Tupelo, MS 38801

www.k-ksystems.com

email: wkasal@k-ksystems.com

Phone: 662-372-0164 cell
662-566-2025

Fax: 662-566-7123 TollFree: 888-414-3003

Quotation #: Q201026WK-1
Quotation Date: 10/26/2020
Customer Type: Retail

Customer Contact: Dana Johnson, PE
Quote Valid: 45 days
Prepared by: Wayne Kasal

Bill To:	Ship To:
Name: Lee Penna	(Must be filled out Completely) Name: William M. Klahr, P.E., CFM
Company Name: City of Newnan	Company Name: City of Newnan
Street Address: Finance Department	Street Address: 25 LaGrange Street
Address 2: 25 LaGrange Street	City, ST ZIP Code Newnan, GA 30263
City, ST ZIP Code Newnan, GA 30263	Tel and/or Cell: 678-673-5560
Tel: 770-254-2351	Days open to Deliver: (ex: M-F, Sun-Sat, Mon-Thur)
Cell:	Hours to Deliver: (ex: 9-5, 8-3) (mon-thur 8-4, fri 9-12)
Fax: 770-254-2353	Is Forklift Available: yes or no
email: lpenna@cityofnewnan	email: mklahr@cityofnewnan.org

Product

Model #	Description	Base Price
112-D12	Solar School Zone Beacon. Double 12" LED's yellow/amber, polycarbonate heads, 40 watt solar panel with mounting bracket, 365 day programmable timer module, aluminum lockable battery box, flasher, regulator, wiring, partially assembled and mounting hardware to mount to existing post. No battery included.	\$2,243.57

Packaging

K&K Delivers

Options and Accessories - PER UNIT

QTY per Unit		Description	Price Each	Price per Unit
1	DED-PTC-1	Deduct programmable 365 day timer	-\$514.94	-\$514.94
1	BAT-12-55A	55 amp, 12V, AGM battery, Dimensions: 9.40"x5.50"x8.20"	\$181.50	\$181.50
1	CrossTalk-10	School Zone - Cellular 4G/LTE + 900MHz wireless unit (1500+ feet range) Must have service contract. NEMA TS-2 and FCC approved. Lead Unit for Crosstalk -4s. Requires AntennaKit-1 and AntennaKit-2.	\$991.96	\$991.96
1	AntennaKit-1	Antenna for 900MHz radio (SH-MPANTENNA6) - Includes cable (CW-900-Cable-10).		Included
1	AntennaKit-2	Antenna for cell modem (SH-SMAANTENNA) - Includes cable (CW-Cell-Cable-12)		Included
1	ASC-L-SC-10	School Zone - Ten (10) year Service Plan for the lead cloud based cell service based on a maximum 3 MB per cellular account per month.	\$1,829.39	\$1,829.39

Special Notes

Terms of Purchase

FOB: Tupelo, MS 38801
Delivery (weeks): 4-6 Weeks
Warranty: 1 year limited warranty, Factory Depot

Per System Total: \$4,731.48
Total QTY of Systems: 2 \$9,462.96
Total Shipping Costs: \$250.00
Taxes:
GRAND TOTAL: \$9,712.96

Sales Person Signature: Wayne Kasal

Work Order# ENTER WO #

Sales Manager Signature: Timothy Keith

Client PO# ENTER PO #

Please note: The above specifications and quotation does not include shipping, permits, or taxes unless otherwise stated. The freight charge is an approximate estimate for your reference; the actual charge may vary. There will be an additional 3% charge on all credit card orders unless otherwise stated. *Lead-time committed is based on the date Purchase Order is received by K&K Systems and deposit made and/or credit approved. Lead time is not based on the date quoted.



City of Newnan, Georgia - Mayor and Council

Date: November 10, 2020

Agenda Item: Local Maintenance Improvement Grant (LMIG)

List of Streets Proposed for Maintenance

Prepared By: Michael Klahr, Public Works Director

Purpose: To present a prioritized list of streets proposed for maintenance under the LMIG program.

Background: The City of Newnan has received notification from the Georgia Department of Transportation (GDOT) that for fiscal year 2021, the City's formula amount for the LMIG program is \$388,554.16. Our minimum local match is 30%. We have budgeted \$500,000.00 at this time.

Total available: \$888,554.16

Proposed for maintenance are 2.00 centerline miles on 12 streets, and maintenance activities include variable depth milling, deep patch, and one or more courses of asphalt overlay.

The list was developed from a comprehensive evaluation of pavement conditions of the public streets and roads in the City of Newnan.

Funding: SPLOST 2019

Recommendation: Approve proposed list of streets

Previous Discussion with Council: N/A

EXHIBIT A

City of Newnan, (GDOT) Fiscal Year 2021

ROAD NAME	BEGINNING	ENDING	LENGTH (Feet)	DESCRIPTION OF WORK
Riva Ridge Ln	Calumet Pkwy	Calumet Pkwy	2246	Mill, deep patch, overlay, flush w/ gutter
Mill Ridge Pl	Riva Ridge Ln	Cul de Sac	420	Mill, deep patch, overlay, flush w/ gutter
Castleton Ct	Riva Ridge Ln	Cul de Sac	118	Mill, deep patch, overlay, flush w/ gutter
Saratoga Pl	Riva Ridge Ln	Cul de Sac	382	Mill, deep patch, overlay, flush w/ gutter
				Mill, deep patch, overlay, flush w/ gutter
Christian Dr	Hospital Rd	City Limit	1372	Mill, deep patch, overlay, flush w/ gutter
Colony Dr	Christian Dr	Park View Dr	678	Mill, deep patch, overlay, flush w/ gutter
Park View Dr	Cul de Sac	Cul de Sac	1467	Mill, deep patch, overlay, flush w/ gutter
Overby St	Christian Dr	Lakeview Dr	198	Mill, deep patch, overlay, flush w/ gutter
Overlook Approach	Summergrove Pkwy	Middleton Tr	1427	Mill, deep patch, overlay flush w/ gutter
Silhouette Ct	Garden Grove	Cul de Sac	792	Mill, deep patch, overlay, flush w/ gutter
Stratford Way	Middleton Tr	Cul de Sac	608	Mill, deep patch, overlay, flush w/ gutter
Edgewood Vista	Middleton Tr	Cul de Sac	811	Mill, deep patch, overlay, flush w/ gutter
			2.0 miles	Project Cost Estimate \$888,554.16

From: I.Stewart Duggan <isduggan@brinson-askew.com>

Sent: Wednesday, November 4, 2020 12:14 PM

To: Cleatus Phillips <CPhillips@cityofnewnan.org>

Cc: Diaz, Lewis (<Lewis.Diaz@DINSMORE.COM> <Lewis.Diaz@DINSMORE.COM>; Della Hill <DHill@cityofnewnan.org>; <csears@sandershaugen.com>; <skin@georgialink.com>

Subject: City of Newnan / /City Council Meeting / Resolution re: Issuance of Bonds - Eastgate Apartments / November 10th at 2:30 p.m. [IWOV-imanage.FID463894]

Cleatus:

Thank you for speaking with me today about the attached Resolution that provides the City's consent for the issuance of housing revenue bonds to assist with the financing for the acquisition and substantial rehabilitation of Eastgate Apartments.

The developer is LEDIC, now known as Envolve Communities, which is a national multifamily housing developer. Envolve's affiliate company, LRC Eastgate, LLC, will be acquiring and completing a substantial rehabilitation of this Eastgate affordable-housing project, which consists of about 96 housing units. (See attached Eastgate Project Summary). Upon acquisition, approximately \$55,000 will be spent in construction/rehabilitation costs per apartment unit to revitalize the entire project for the benefit of the residents and the surrounding community. New management will also be taking over to ensure the proper maintenance and operation of this development. To the extent there are any temporary relocation costs, residents will incur no costs for any relocation-related expenses, although it is not anticipated that there will be substantial relocation needs.

The attached Resolution is required by federal law before bonds may be issued in Newnan to facilitate the financing for this housing development. Thomaston Housing Authority will be issuing the bonds for both the Eastgate Apartment project and also for another project located in Thomaston (Farview Apartments). For cost savings and efficiencies are the reasons Thomaston Housing Authority has been requested to and has agreed to issue bonds for both developments in one single bond validation. We believe the rehabilitation of Eastgate will be of value to the City of Newnan and to the surrounding neighborhood or community.

Please note that by approving the attached Resolution, the City of Newnan is not exposing itself to any liability of any kind. The City will not be responsible for the issuance of the bonds or for any other financial or guarantee requirements. The City has no liability or any other responsibility.

I understand that you recommend having a representative of the developer present at the City Council meeting on November 10th at 2:30 p.m., and we will work to ensure someone is present to answer all questions.

Thank you again, and please let me know if you need any additional information.

LEDIC Realty Management, LLC (LEDIC) is proposing to acquire and renovate Eastgate Apartments, located at 11 Dowdell Street in Newnan, Coweta County, Georgia. Sources for the acquisition and rehab of the property include a HUD 221d4 loan, 4% Federal Low-Income Housing Tax Credits as well as Georgia State Tax Credits.

Eastgate Apartments is an existing multi-family community with a total of 96 LIHTC units (96 HAP units). Built in 1972 and renovated in 2004, the property contains 9 residential buildings of 1-bedroom (12), 2-bedroom (36), and 3-bedroom (48) units for a total of 96 units containing a total of 91,360 in rentable square feet. The development has 96 units that are restricted per the current HAP contract and a HUD use agreement. All 96 units are restricted per the LIHTC LURA encumbering the Property. The existing HAP contract expires on January 1, 2026 and LRM will request a long-term HAP contract extension as part of the acquisition.

The projected scope of work will consist of the following: flooring, cabinets, windows, appliances, water heaters, plumbing fixtures, HVAC, electrical, storm & sewer drainage, roofing, and landscaping. Other projected scope of work items could be included as well on a need basis: fencing, signage, paving, staircases, railings and sidewalks, Current underwriting includes \$55,000 in hard costs per unit to address the physical needs and to modernize the development and they will be retained as affordable housing with an extended life. As part of the underwriting analysis, a capital needs plan with a replacement reserve will be developed and funded. An in-place tenant rehab is expected, and our General Contractor has successfully completed many projects using the model.

LEDIC Realty Management, LLC has developed many properties of this size and since 2016 LEDIC has developed 8 properties, anywhere from 103 to 261 units in Kentucky, Mississippi, Oklahoma, and Virginia.

**RESOLUTION OF THE MAYOR AND COUNCIL OF THE
CITY OF NEWNAN, GEORGIA APPROVING THE
ISSUANCE OF MULTIFAMILY HOUSING REVENUE
BONDS BY THE THOMASTON HOUSING AUTHORITY,
GEORGIA FOR THE BENEFIT OF THE PROJECTS
(DEFINED BELOW)**

WHEREAS, the Thomaston Housing Authority, Georgia (the “Authority”) has considered the application of Eastgate Apartments and Farview Apartments, located at 11 Fairmont School Rd, Newnan, Georgia 30263 and 300 Ave F, Thomaston, Georgia 30286 (collectively, the “Projects”) and to be owned by LRC Eastgate, LLC and LRC Farview, LLC, respectively, each a Georgia limited liability company (each a “Borrower” and collectively, the “Borrowers”), requesting the Authority assist the Borrowers in financing the acquisition, rehabilitation, installation and equipping of the Projects, which consist of two multifamily housing facilities for individuals and families containing an aggregate one hundred and ninety-six (196) units, through the issuance of the Authority’s multifamily housing revenue bonds in an aggregate principal amount currently estimated at approximately \$20,000,000 (the “Bonds”), and a public hearing through teleconference was held on behalf of the Authority on September __, 2020 with respect to such proposed issuance of the Bonds and financing of the Projects; and

WHEREAS, Section 147(f) of the Internal Revenue Code of 1986, as amended (the “Code”), provides that the governmental unit having jurisdiction over the issue of multifamily housing revenue bonds and over the area in which any facility financed with the proceeds of the multifamily housing revenue bonds is located shall approve the issuance of such revenue bonds; and

WHEREAS, the Authority issues its revenue bonds on behalf of Thomaston, Georgia, the Projects - one of which is located in the City of Newnan (the “City”), and the Mayor and Council of the City (the “Council”) constitutes the elected legislative body of the City; and

WHEREAS, the Authority has delivered to the Council a certificate regarding the conduct of the public hearing, which certificate has been filed with the minutes of this meeting;

NOW, THEREFORE, BE IT RESOLVED by the Council, and IT IS HEREBY RESOLVED by the authority of the same, as follows:

Section 1. The issuance of the Bonds by the Authority for the benefit of the Borrowers in an aggregate principal amount currently estimated at approximately \$20,000,000 to assist in the financing of the Project is hereby approved to the extent required by said Section 147(f) of the Code, as follows:

(a) the Projects consists of the acquisition, construction, rehabilitation and equipping of a 196-units of multifamily housing known as Eastgate Apartments and Farview Apartments, located at 11 Fairmont School Rd, Newnan, Georgia 30263 and 300 Ave F, Thomaston, Georgia 30286, the financing of which will benefit the residents of the City of Newnan, Georgia and the Newnan Housing Authority;

(b) the initial owner of the Projects are the Borrowers; and

(c) the location of the Eastgate Apartments Project is Newnan, Georgia.

Section 2. Such approval by the Council does not constitute an endorsement to a prospective purchaser of the bonds of the creditworthiness of the Borrowers or the Projects, and the Bonds shall not constitute an indebtedness or obligation of the State of Georgia or of any city, county, or political subdivision thereof but the Bonds shall be payable solely from the revenues derived from the Borrowers and pledged to the payment thereof, and no owner of any of the Bonds shall ever have the right to compel any exercise of the taxing power of said State or of any city, county, or political subdivision thereof, nor to enforce the payment thereof against any property of said State or of any such city, county, or political subdivision.

Section 3. All acts and doings of the officers and members of the Council which are in conformity with the purposes and intent of this Resolution shall be, and the same hereby are, in all respects approved and confirmed.

Section 4. This resolution shall take effect immediately upon its adoption.

Adopted in open session this _____ day of _____, 2020

ATTEST:

L. Keith Brady, Mayor

Della Hill, City Clerk

George M. Alexander, Mayor Pro-Tem

REVIEWED AS TO FORM:

C. Bradford Sears, Jr., City Attorney

Cynthia E. Jenkins, Councilmember

Cleatus Phillips, City Manager

Raymond F. DuBose, Councilmember

Rhodes H. Shell, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember

CLERK'S CERTIFICATE

I, the undersigned Clerk of the Mayor and Council of the City of Newnan, Georgia (the "Governmental Unit"), DO HEREBY CERTIFY that the foregoing page of typewritten matter pertaining to the approval of the issuance of revenue bonds by the Thomaston Housing Authority, Georgia for the benefit of LRC Eastgate, LLC and LRC Farview, LLC, each a Georgia limited liability company, constitutes a true and correct copy of the Resolution adopted on November __, 2020, by a majority of the members of the governing body of the Governmental Unit in a meeting duly called and assembled, which was open to the public and at which a quorum was present and acting throughout, that the original of said Resolution appears of record in the Minute Book of the Governmental Unit which is in my custody and control.

Given under my hand and the seal of the City of Newnan, Georgia, this ____ day of November, 2020.

Clerk, Mayor and Council of the City of Newnan, Georgia

[SEAL]

**AN ORDINANCE TO AMEND THE CODE OF ORDINANCES
BY DELETING SECTION 5-25, DEMOLITION, REMOVAL OR RELOCATION
OF STRUCTURES, OF ARTICLE II, POWERS AND DUTIES OF CHIEF
BUILDING OFFICIAL; UNSAFE BUILDINGS, OF CHAPTER 5, BUILDINGS
AND BUILDING REGULATIONS, AND ADOPTING A NEW SECTION 5-25,
DEMOLITION, REMOVAL OR RELOCATION OF STRUCTURES, OF ARTICLE
II, POWERS AND DUTIES OF CHIEF BUILDING OFFICIAL; UNSAFE
BUILDINGS, OF CHAPTER 5, BUILDINGS AND BUILDING REGULATIONS;
AND FOR OTHER PURPOSES**

WHEREAS, the City Council of the City of Newnan, has previously adopted regulations governing, among other things, the demolition, removal or relocation of buildings or structures, and particularly buildings or structures constructed prior to 1940 within the City of Newnan; and

WHEREAS, the City Council has reviewed the regulations and has determined that other buildings and structures constructed after 1940 and constructed 50 years or more at the time of the filing of the application for a demolition permit may be historical significant to warrant a review by the City Council and a change to the regulations is deemed to be appropriate in the administration of the City's regulations with regard to demolition, removal or relocation of certain buildings or structures constructed after 1940; and

WHEREAS, the City Council has determined that it is in the best interest of the health, safety and welfare of the citizens, residents and property owners of the City of Newnan to adopt changes in the regulations with regard to demolition, removal or relocation of buildings or structures constructed after 1940 and constructed prior to 50 years or more at the time of the filing of the application for a demolition permit.

NOW THEREFORE, BE IT ORDAINED by the Mayor and Council for the City of Newnan and it is hereby ordained by the authority of same that Section 5-25, Demolition, removal or relocation of structures be deleted in its entirety and a new Section 5-25, Demolition, removal or relocation of structures be adopted to read as follows:

SECTION I. Sec-25. Demolition, removal or relocation of structures.

(a) Permits to demolish, remove or relocate structures for which construction was completed prior to 50 years or more prior to the time of the filing of the application for a demolition permit shall be obtained through the following procedures:

1. Applications for such permits shall be filed with the building department. The application shall be accompanied with a permit fee as set out in the City's schedule of fees.
2. Before any such permits shall be issued, the city council shall hold a public hearing thereon, official notice of which shall be

advertised in the legal organ of the county at least two times, the earliest of which shall not be published more than 15 days prior to the hearing. For those structures located outside of boundaries of any area, which has been designated as a historic district by the city, the public hearing shall be held at least 30 days after the property has been posted as provided in subparagraph (3) below. For those structures located inside of the boundaries of any area which has been designated as a historic district by the city, the public hearing shall be held at least 60 days after said property has been posted as provided in subparagraph (3) below.

3. Upon filing an application, a sign shall be posted in a conspicuous place on the property. Such posted sign shall be not less than six square feet in area, and shall contain information as to the name of the applicant, the owner of the property, a statement indicating that a demolition permit has been applied for, and the date, time, and place of the public hearing regarding such application.
4. The applicant shall give personal notice of such application to all persons owning property within 250 feet of the property, which is the subject of the application. Such notice may be accomplished by personal service to the property owners, or by mailing such notice via certified or registered mail, but in no event shall it be effectuated later than fifteen (15) days prior to the public hearing.
5. In deciding whether to grant or deny the demolition, removal or relocation permit, the mayor and council shall consider the following factors:
 - a. The historic, scenic or architectural significance of the structure;
 - b. The effect of the demolition, removal or relocation and subsequent use of the property, and whether such would result in substantial detriment to neighboring property owners or to the public good;
 - c. Whether reasonable measures can be utilized to preserve the structure, taking into account the value of the structure and the cost to repair the structure;
 - d. The property rights of the applicant; and
 - e. Whether denying the permit application would create great practical difficulty or an unnecessary hardship on the applicant or property owner.

6. The decision of the City Council shall be final.

(b) Demolition, removal or relocation of any structure shall not proceed until first obtaining a demolition permit from the building department. It shall be the duty of the applicant to furnish evidence that any structure for which an application for a demolition, removal or relocation permit is filed was constructed 50 years or more prior to the time of filing of the application for a demolition permit.

SECTION II. All formal ordinances or parts thereof conflicting or inconsistent with the provisions of this chapter are hereby repealed.

SECTION III. This ordinance shall be in full force and effect upon its official adoption by the mayor and council of the City as of the date of adoption.

ADOPTED in open session, regularly assembled this ____ day of _____, 2020.

ATTEST:

Della Hill, City Clerk

L. Keith Brady, Mayor

REVIEWED AS TO FORM:

C. Bradford Sears, Jr., City Attorney

George M. Alexander, Mayor Pro-Tem

Cleatus Phillips, City Manager

Cynthia E. Jenkins, Councilmember

Raymond F. DuBose, Councilmember

Rhodes H. Shell, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember



City of Newnan, Georgia – Mayor and City Council

Date: November 10, 2020

Agenda Item: Second and Final Reading - Rezoning Request – RZ2020-04
2.70± acres located on Diplomat Parkway (a portion of Tax
Parcel # 098 5052 001)

Prepared and Presented by: Tracy Dunnavant, Planning Director

Purpose: Melissa Griffith on behalf of the The Turnstone Group, LLC has applied for the rezoning of 2.70 ± acres located on Diplomat Parkway. The request is to rezone the property from CGN (General Commercial District) to CHV (Heavy Commercial District) with conditions for the purpose of constructing indoor climate-controlled storage units.

Background: In accordance with the Zoning Procedures Law, City Staff has completed a rezoning assessment that provides background information, an overview of the request, and an evaluation of the application in terms of the standards for rezoning. The Assessment is as follows:

REZONING ASSESSMENT

APPLICANT INFORMATION:

Turnstone Group, LLC
1170 Peachtree Street NE
Suite 1150
Atlanta, GA 30309

SITE INFORMATION:

The site consists of a 2.70± acre tract located on Diplomat Parkway. It is a portion of the tax parcel ID number is 098 5052 001. The tract is located behind the Woodsprings Suites hotel construction site and just west of the Highlands at Newnan Crossing subdivision.

The site is currently vacant and zoned CGN (General Commercial District). The proposed site plan has been included as part of the application to show the location of the building on the site. The tract is within the QDC (Quality Development Overlay District), which has additional requirements in terms of landscaping and building materials. It is also within the I-85 Building Height Overlay District.



OVERVIEW OF REQUEST:

The applicant is requesting the rezoning of 2.70± acres located on Diplomat Parkway. The property is currently zoned CGN (General Commercial District) and the applicant is requesting CHV (Heavy Commercial District) with conditions limiting it to the construction of an indoor climate-controlled storage unit facility. The Zoning Ordinance allows self-storage facilities in CHV zoning designations with the following conditions:

- 1) The facilities will be limited to dead storage use only. No other commercial or industrial use shall be permitted.
- 2) All storage on the property shall be located within an enclosed building with the exception of boats, automobiles, campers and other vehicular items may be stored outside, provided that such storage shall be enclosed by a 6-foot fence, shall be located no closer than 50 feet from adjacent residential uses shall be located outside of the required parking areas. ****The applicant has proffered that there will be no outside storage or long-term parking on the site.****
- 3) Plumbing shall not be extended to individual storage spaces and plumbing fixtures such as sinks, toilets and the like shall not be installed. ****The office will be able to have a restroom.****
- 4) Minimum building site shall be 2 acres.

The site will be conditioned for indoor climate-controlled storage units only. The proposed building will contain 850 units with 96,000 gross square feet of floor area of which, 70,000 will be rentable. There will be no outdoor storage or long-term parking permitted on the site. In addition, the applicant has provided elevations representative of the facility that are shown below.



The facility will have a 1,200 square foot office with anticipated office hours running from 8:00 a.m. to 6:00 p.m. Tenants will have access to the units from 6:00 a.m. to 10:00 p.m. daily.

STANDARDS:

In making a decision, the Zoning Ordinance requires the Planning Commission and the City Council to give reasonable consideration to the following standards. Staff has assessed each standard and identified those with a green check mark ✓ as standards being met by the proposed rezoning and those with a red "X" ✗ as standards not being met.

Is the proposed use suitable in view of the zoning and development of adjacent and nearby property? The proposed use would be primarily surrounded by commercial and residential land uses with CCS, CGN, RMH and RU-7 zoning designations. In terms of development of adjacent properties, a hotel is being constructed on the northern portion of the tract, Lowe's and the Villas at Newnan Crossing Apartments lie to the east, the Highlands at Newnan Crossing Subdivision sits to the south, and there is vacant undeveloped land to the west that is zoned for commercial development. The applicant is

seeking a CHV (heavy commercial) zoning which allows more intense uses than the surrounding designations; however, the applicant has agreed to limit the use to indoor climate-controlled storage units. It should be mentioned that the tract will have to be subdivided as the Zoning Ordinance does not allow additional commercial or industrial uses on the site.

While there are several commercial properties fronting on Diplomat Parkway, the parcel does abut two residential uses (an apartment complex and a single-family neighborhood) along the side and rear property lines. Typically, heavy commercial uses are more intense and therefore, the Zoning Ordinance suggests primarily using the CHV designation as a buffer between industrial development and either commercial or multi-family uses. In this case, the use is being limited to only indoor climate-controlled storage units that will be located within a structure that resembles an office building. In addition, there will be no outdoor storage or long-term parking. So, while the units fall under the self-storage use category, they are not the typical mini warehouses that are currently located within the city limits. In fact, the City has received a letter from the agent representing the Highlands at Newnan Crossing HOA expressing their support for the rezoning and indicating that they feel it would be in their best interest as it would limit traffic and there would not be windows overlooking their homes. The property currently falls within the I-85 Building Height Overlay, which would allow additional building height up to a maximum of 85 feet. The applicant has indicated that they are willing to limit the height of the building to 40 feet.

Staff Assessment – PROPOSED USE IS SUITABLE ✓

Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?

The greatest impact resulting from the rezoning would be the potential truck traffic and noise generated by the renters of the storage units as they move items in and out of storage. Per the applicant, tenants will have access to their units from 6:00 a.m. to 10:00 p.m. They will be utilizing keypad or key fob access for before/after-hours access which will only work during those times. Since the development abuts a residential district and a hotel, this could present noise issues for residents and hotel guests. However, it should be noted that the department has received numerous calls in the past from the residents of the Highlands regarding noise from the interstate traffic. With the construction of this building, they may see some relief as the structure and required plantings [35 foot densely planted buffer] could actually assist in buffering the noise.

In terms of traffic, the storage facility is predicted to generate around 240 trips per day. This is much less than the majority of uses that can currently be built on the site. For example, a 100-unit hotel will generate an estimated 800 plus trips on a typical weekday. A restaurant with 10,000 square feet of gross floor area will generate almost 900 trips.

Staff Assessment – MINIMAL ADVERSE AFFECT WITH CONDITIONS BEING ADOPTED ✓

Are their substantial reasons why the property cannot or should not be used as currently zoned?

The property could be used as currently zoned. The tract fronts on Diplomat Parkway which has several commercial zoning designations in that particular area and a CGN zone would be compatible with existing development.

Staff Assessment – PROPERTY COULD BE USED AS CURRENTLY ZONED ✗

Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, water or sewer utilities, and police or fire protection?

In an effort to determine the impact of the proposed use on City service provision, comments were sought from providers associated with the services listed above. A summary of their responses are as follows:

Police: Police Chief Meadows has indicated that his department will be able to service the development. Here are the call numbers for several other self-storage facilities over the last two years:

- 340 Millard Farmer Industrial Blvd: 27 calls

- 827 Greison Trail: 12 calls
- 305 Jefferson St: 11 calls
- 931 Lower Fayetteville Rd: 13 calls

As you can see, the majority averaged roughly one call every two months.

Fire: Chief Stephen Brown indicated that the department currently has enough manpower and equipment to serve the proposed development. Fire calls to the same addresses listed in the Chief's report were a combined 9 calls for all of the facilities over the last two years.

Newnan Utilities: Newnan Utilities will be the water and sewer provider for the project. Scott Tolar reviewed the project and indicated that there is ample capacity to serve the proposed facility. Needs from the developer in terms of each service has been included in a letter that has been provided as an attachment to the assessment.

Coweta County School System: Since the project is commercial, the development will have no impact on the Coweta County School System.

Engineering:

The site is part of a larger development which has detention and water quality provided in a downstream master detention pond.

Anticipated trips generated from this project were evaluated using ITE Trip Generation Manual, 9th edition.

Trip Generation Existing Zoning (CGN)

The general commercial zoning would allow uses such as hotels and restaurant so for comparison with a 100-unit hotel you would see estimated 800 plus trips on a typical weekday. A restaurant with 10,000 square feet of gross floor area will generate almost 900 trips.

Trip Generation Proposed Zoning (CHV)

This proposed project will be for climate controlled indoor only self-storage units and as result will generate much less traffic than can be expected with a general commercial development as discussed above.

Self Service Storage Units: 96,000 GFA

- a. Weekday : $2.5/1000 \text{ GFA} = 240 \text{ vpd}$
- b. Weekday peak AM hour: $0.14/1000 \text{ GFA} = 13 \text{ vph}$
- c. Weekday peak PM hour: $0.26 /1000 \text{ GFA} = 25 \text{ vph}$
- d. Sunday: $2.33/1000 \text{ GFA} = 224 \text{ vpd}$
- e. Saturday $1.78/1000 \text{ GFA} = 171 \text{ vpd}$

Staff Assessment – PROJECT IMPACT IS NOT EXCESSIVE OR BURDENSOME ✓

Is the proposed use compatible with the purpose and intent of the Comprehensive Plan? The Future Land Use Map shows this property as future commercial, mixed use. The City of Newnan defines this category as “places that are predominantly commercial but allow residential uses. They would mainly refer to areas in which commercial businesses are on the bottom floor of a multi-story building, with residential uses in the upper floors. Developments where commercial and residential uses are adjacent in separate or attached buildings would also be acceptable in this area.”

Since this property would be used for a single commercial use and does not have an overall development plan which includes residential as a component of the development, staff feels the use would not be compatible with the purpose and intent of the Comprehensive Plan. It would be more compatible with the future land use map's stand-alone commercial category.

Staff Assessment – THE FUTURE LAND USE MAP SHOWS THIS PROPERTY AS FUTURE COMMERCIAL, MIXED USE ❌

Is the proposed use consistent with the purpose and intent of the proposed zoning district? The CHV (Heavy Commercial District) is designed for intensive commercial uses such as heavy automobile repair, contractor's storage, and truck rental and sales and those selected manufacturing uses that are compatible with such commercial development. The permitted manufacturing uses are either free of objectionable influences in their operations and appearance or can eliminate or control influences in their operations and appearance or can eliminate or control objectionable characteristics by landscaping, screening, and other abatement devices. Allowable uses are required to utilize public water and sewer infrastructure. In terms of location, because most of the uses often require direct access to major streets and rail facilities, this district should be located near major transportation routes. CHV zones should be used as a buffer or transition between industrial development and commercial or multifamily residential developments.

The issue of how to classify indoor climate-controlled indoor storage units was discussed during the recent conversations with the Planning Commission regarding amendments to the Zoning Ordinance. At that time, the Commission felt that these uses needed to be looked at on a case by case basis and remain CHV.

Staff Assessment – PROPOSED USE IS CONSISTENT WITH THE PROPOSED ZONING DISTRICT ✓

Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan? The City completed a full update of its Comprehensive Plan in 2016 which included the future land use map. The subject property was given a commercial, mixed use designation by the City Council. A rezoning for self-storage units alone would not be consistent with that designation in that they have provided no plan that shows a mixture of uses for the site.

Staff Assessment –THE COMPREHENSIVE PLAN ANTICIPATES THIS AREA BEING COMMERCIAL, MIXED USE ❌

Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property?

The area where the site is located is primarily zoned for commercial uses. As previously stated, there are two residential developments existing in the area. While self-storage units are a heavy commercial use, the applicant has proffered that there will be no outdoor storage and no long-term parking. In addition, all of the units will be indoors and will be housed in a single building. The greatest concern would be noise and truck traffic; however, if the hours are limited, it should help minimize these issues and the building itself could help buffer some of the interstate noise.

While CHV zonings are typically not located next to single-family zoning designations, in this case the Highlands at Newnan Crossing HOA is in support of the request. They indicated the proposed use would generate less traffic and would ensure that they do not have windows overlooking their homes. With the I-85 Building Height Overlay in play, a building on that site could have a height up to 85 feet. The applicant has indicated that they would limit the height to 40 feet.

Staff Assessment – THE PROPOSED PROJECT WOULD REFLECT A REASONABLE BALANCE - ✓

SUMMARY OF STAFF FINDINGS:

After assessing the project based on the standards to be considered for rezoning requests, Staff found that the development meets **5 of the 8 standards**.

OPTIONS:

- A. Approve the rezoning request as submitted
- B. Approve the rezoning request with conditions
- C. Deny the rezoning request

RECOMMENDATION:

The Planning Commission at their September 8, 2020 meeting held a public hearing regarding the request and voted unanimously to recommend approval with the following conditions:

- The use shall be limited to indoor climate-controlled storage units only and will be consistent with all plans, profiles, elevations, pictures and other demonstrative materials submitted as part of the application.
- No outdoor storage or long-term parking allowed.
- The building height shall be limited to 40 feet.
- The subdivision of the tract will not create a flag lot.

ATTACHMENTS:

Application for Rezoning
Location Map
Service Provider Comments

FUNDING: N/A

PREVIOUS DISCUSSIONS WITH COUNCIL: August 25, 2020

City of Newnan, Georgia
Turnstone Group, LLC
Land Lots 52 & 53, 5th LD
2.70± acres, located on Diplomat
Parkway (a portion of tax
Parcel #098 5052 001)

**ORDINANCE TO AMEND THE ZONING MAP FOR PROPERTY
LOCATED IN LAND LOTS 52 AND 53 OF THE 5th LAND DISTRICT
LOCATED ON DIPLOMAT PARKWAY (A PORTION OF
TAX PARCEL NO. 098 5052 001)
IN THE CITY OF NEWNAN, GEORGIA**

WHEREAS, the owner of the property described herein has filed an application to rezone the property shown on Exhibit "A" from the City of Newnan Zoning Classification from CGN (General Commercial District) to CHV (Heavy Commercial District) for the purpose of constructing indoor climate-controlled storage units with conditions; and

WHEREAS, in accordance with the requirements of the City Zoning Ordinance, the Planning Commission of the City of Newnan has forwarded its recommendation to the City Council; and

WHEREAS, pursuant to said requirements of the City Zoning Ordinance, the City Council has conducted a properly advertised public hearing on the rezoning application not less than 15 nor more than 45 days from the date of publication of notice, which public hearing was held on the 27th day of October, 2020; and

WHEREAS, after the above-referenced public hearing, the City Council has determined the re-zoning of the property would be in the best interest of the residents, property owners and citizens of the City of Newnan, Georgia; and

NOW THEREFORE BE IT ORDAINED, by the City Council of the City of Newnan, Georgia, that the Zoning Map of the City of Newnan be revised as follows:

Section I. That the property described on Exhibit "A" attached hereto and by reference made a part hereof be rezoned from CGN (General Commercial District) to CHV (Heavy Commercial District) for the purpose of constructing indoor climate-controlled storage units subject to the following conditions:

1. The use shall be limited to indoor climate-controlled storage units only and will be consistent with all plans, profiles, elevations,

pictures and other demonstrative materials submitted as part of the application and the elevation pictures attached hereto as Exhibit "B".

2. No outdoor storage or long-term parking allowed.
3. The building height shall be limited to 40 feet.
4. The subdivision of the tract will not create a flag lot.

Section II. All ordinances or parts of ordinances in conflict or inconsistent with this Ordinance hereby are repealed.

Section III. This ordinance shall be effective upon adoption.

DONE, RATIFIED, and PASSED, by the City Council of the City of Newnan, Georgia, this the ____ day of _____, 2020 in regular session assembled.

ATTEST:

L. Keith Brady, Mayor

Della Hill, City Clerk

George M. Alexander, Mayor Pro-Tem

REVIEWED AS TO FORM:

C. Bradford Sears, Jr., City Attorney

Cynthia E. Jenkins, Councilmember

Cleatus Phillips, City Manager

Raymond F. DuBose, Councilmember

Rhodes H. Shell, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember

DESCRIPTION OF PROPOSED LOT

All that tract or parcel of land lying and being in Land Lot 20 of the 15TH District, City of Newnan, Coweta County, Georgia and being more particularly described as follows:

COMMENCING at a point at the intersection of the westerly 120' right-of-way of Newnan Crossing Boulevard East and the easterly varying right-of-way of Diplomatic Parkway; **THENCE** running along said right-of-way of Diplomatic Parkway for a distance of 1105.53 feet to a 3/8" re-rod found. **THENCE** continuing along said right-of-way of Diplomatic Parkway South 49 degrees 00 minutes 02 seconds West a distance of 10.00 feet to a point; **THENCE** North 40 degrees 59 minutes 58 seconds West a distance of 235.29 feet to a point; **THENCE** along a curve to the right with a radius of 420.00 feet and an arc length of 575.21 feet, said curve having a chord bearing of North 01 degrees 45 minutes 54 seconds West and a chord distance of 531.30 feet to a point; **THENCE** North 37 degrees 28 minutes 09 seconds East a distance of 690.44 feet to a point; **THENCE** along a curve to the right with a radius of 470.00 feet and an arc length of 199.93 feet, said curve having a chord bearing of North 49 degrees 39 minutes 21 seconds East and a chord distance of 198.43 feet to a point; **THENCE** North 61 degrees 50 minutes 33 seconds East a distance of 257.49 feet to a point, said point being the **TRUE POINT OF BEGINNING**.

THENCE from said **TRUE POINT OF BEGINNING** and continuing along said right-of-way of Diplomatic Parkway North 61 degrees 50 minutes 33 seconds East a distance of 101.12 feet to a point; **THENCE** leaving said right-of-way of Diplomatic Parkway South 20 degrees 38 minutes 22 seconds East a distance of 402.90 feet to a point; **THENCE** North 69 degrees 21 minutes 00 seconds East a distance of 243.59 feet to a point; **THENCE** South 20 degrees 38 minutes 59 seconds East a distance of 74.08 feet to a point; **THENCE** South 14 degrees 36 minutes 00 seconds East a distance of 135.24 feet to a point; **THENCE** South 65 degrees 32 minutes 23 seconds West a distance of 395.25 feet to a point; **THENCE** North 20 degrees 39 minutes 00 seconds West a distance of 239.55 feet to a point; **THENCE** North 69 degrees 21 minutes 00 seconds East a distance of 100.04 feet to a point; **THENCE** North 20 degrees 38 minutes 22 seconds West a distance of 330.03 feet to a point; **THENCE** North 88 degrees 09 minutes 27 seconds West a distance of 38.14 feet to a point; **THENCE** North 20 degrees 38 minutes 59 seconds West a distance of 40.35 feet to a point, said point being the **TRUE POINT OF BEGINNING**.

Said tract contains 117,588 square feet or 2.70 acres.

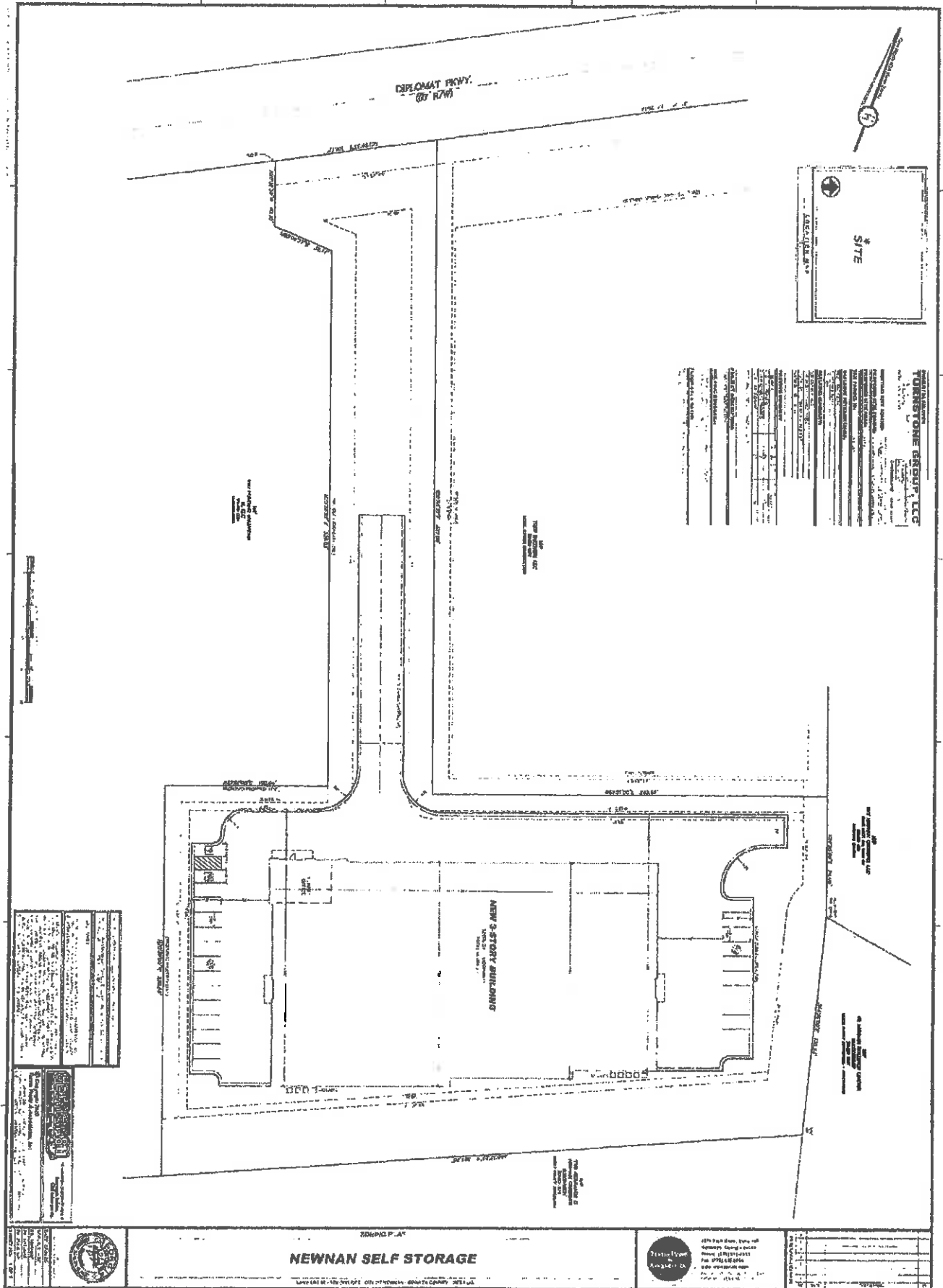


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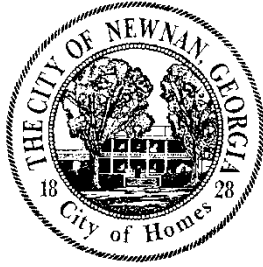


EXHIBIT "B"
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EXHIBIT "B"
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City of Newnan, Georgia - Mayor and Council

Date: November 10, 2020

Agenda Item: Intersection Evaluation for Sight Distance
Wesley Street at Jefferson Street- continued

Prepared by: Michael Klahr, Public Works Director/ City Engineer

Purpose: To present a summary of findings and recommendations for designating Wesley St, from Jefferson St to Jackson St, as one-way, to mitigate limited sight distance at the intersection of Wesley Street at Jefferson Street (SR 14)

Background: At the August 11, 2020 meeting, staff was asked to look into a reported line of sight issue at the subject intersection. As this intersection is under the jurisdiction of the Georgia Department of Transportation (Jefferson Street is State Route 14), we forwarded the concern to GDOT for their input.

GDOT concluded that the recent addition of on-street parking has resulted in a line of sight issue at this intersection. GDOT offered 4 recommendations for mitigating the limited sight distance.

1. Remove on-street parking for approximately 90 feet (5 parking stalls)
2. Remove pedestrian success at Wesley Street and move up the stop bar
3. Install a mirror outside the Right-of-Way across from Wesley Street
4. Convert Wesley Street to one-way, westbound

Additional options include installing a flashing warning sign facing Wesley Street, indicating approaching traffic, and/ or installing an intersection ahead warning sign on Jefferson Street in advance of the intersection with Wesley Street.

Finally, a crash history report (2013 to 2018) does not indicate the occurrence of five (5) or more crashes within a twelve (12) month period resulting in personal injury or property damage, subject to correction by a traffic control signal.

The City Council instructed staffs to consult with a traffic engineering firm to determine traffic impacts in making Wesley Street one-way, option 4 above.

Attachments: Report, *Intersection Evaluation for: SR 14 NB at Wesley Street- Newnan, Coweta County*

Traffic Study, Wesley Street, Wilburn Engineering

Plan showing proposed parking along Wesley Street

TRAFFIC STUDY

Prepared For
CITY OF NEWNAN

WESLEY STREET
NEWNAN, GA

October 14, 2020



Report Submitted: October 14, 2020

Prepared For:

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Melissa Brand

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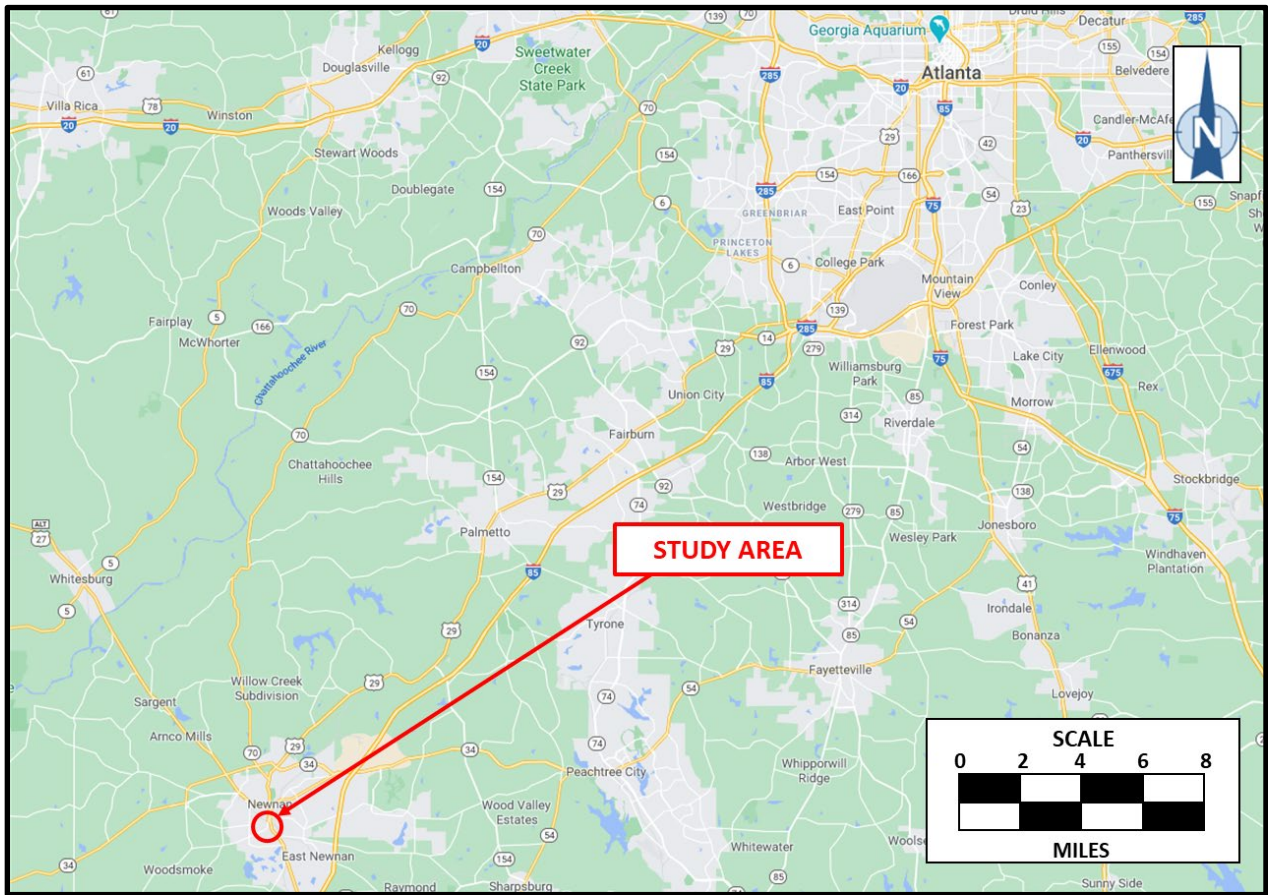
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INTRODUCTION

This study includes an analysis of a road segment conversion from two-way to one-way in Newnan, Georgia. The project location is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



The intersections included in the study are shown in Figure 2.

Figure 2: STUDY INTERSECTION MAP



PROPOSED PROJECT

The section of Wesley Street between Jefferson Street and Jackson Street is proposed to be converted from the existing two-way road to a westbound one-way road. The conversion was proposed due to the lack of sight distance identified by GDOT at the intersection of Wesley Street and Jefferson Street.

Converting Wesley Street to a one-way street would eliminate the sight distance issue for drivers exiting Wesley Street by making a left turn onto the one-way of Jefferson Street. Sight distance is limited by the parked vehicles along the west side of Jefferson Street, as well as a brick wall that encloses the patio area of The Cellar restaurant.

The Wesley Street section conversion also eliminates the issue with drivers passing the stop bar and stopping on the pedestrian crosswalk to gain adequate sight distance. While there have not been any pedestrian collisions, the conversion eliminates the unsafe conditions.

The issue with sight distance on Wesley Street looking right at Jefferson Street from the stop bar is shown below in Figure 3.

Figure 3: SIGHT DISTANCE ISSUE



The section of Wesley Street that is proposed to be converted to a westbound one-way is shown below in Figure 4.

Figure 4: PROPOSED WESTBOUND ONE-WAY SEGMENT



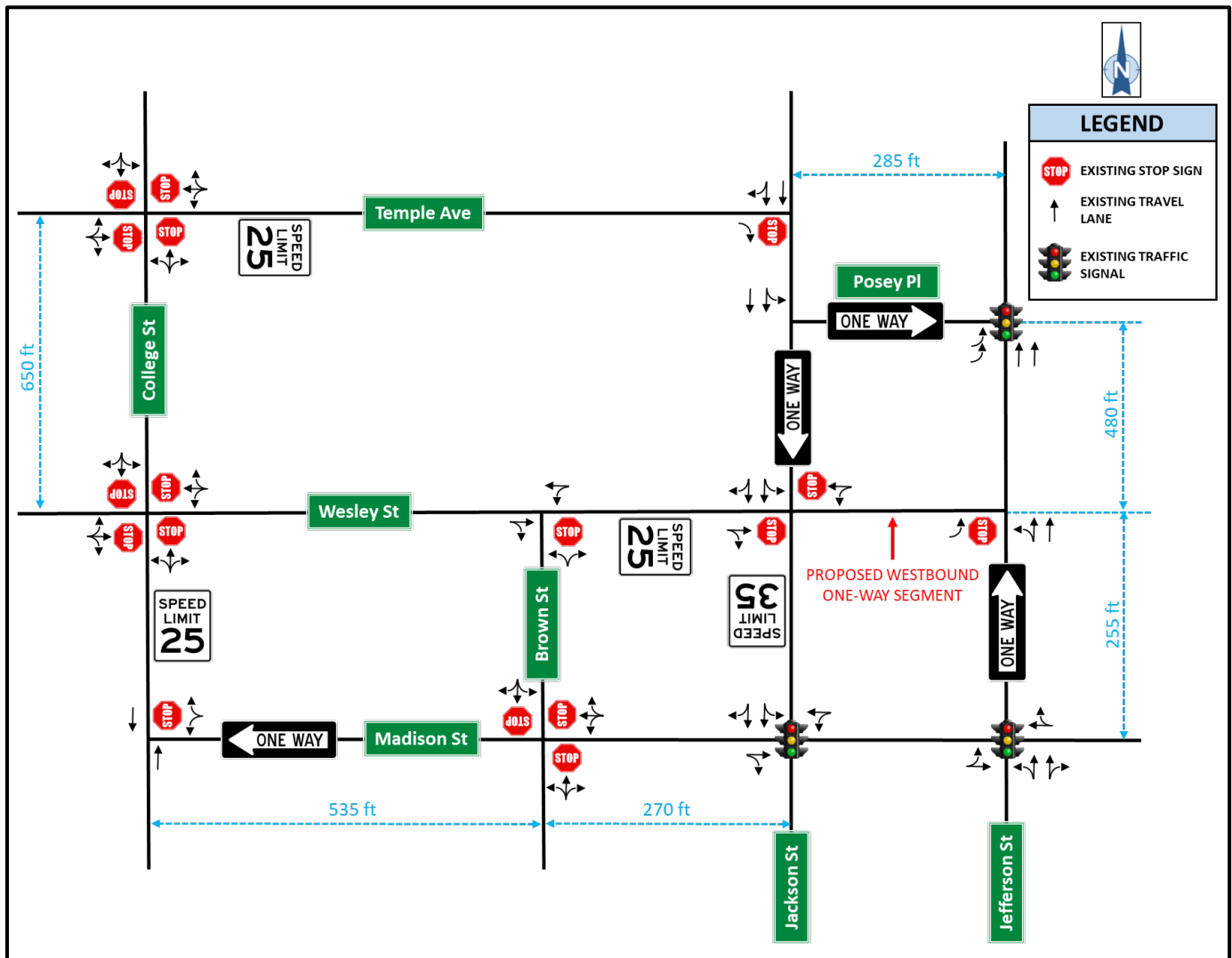
EXISTING CONDITIONS

An inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes.

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 5 below.

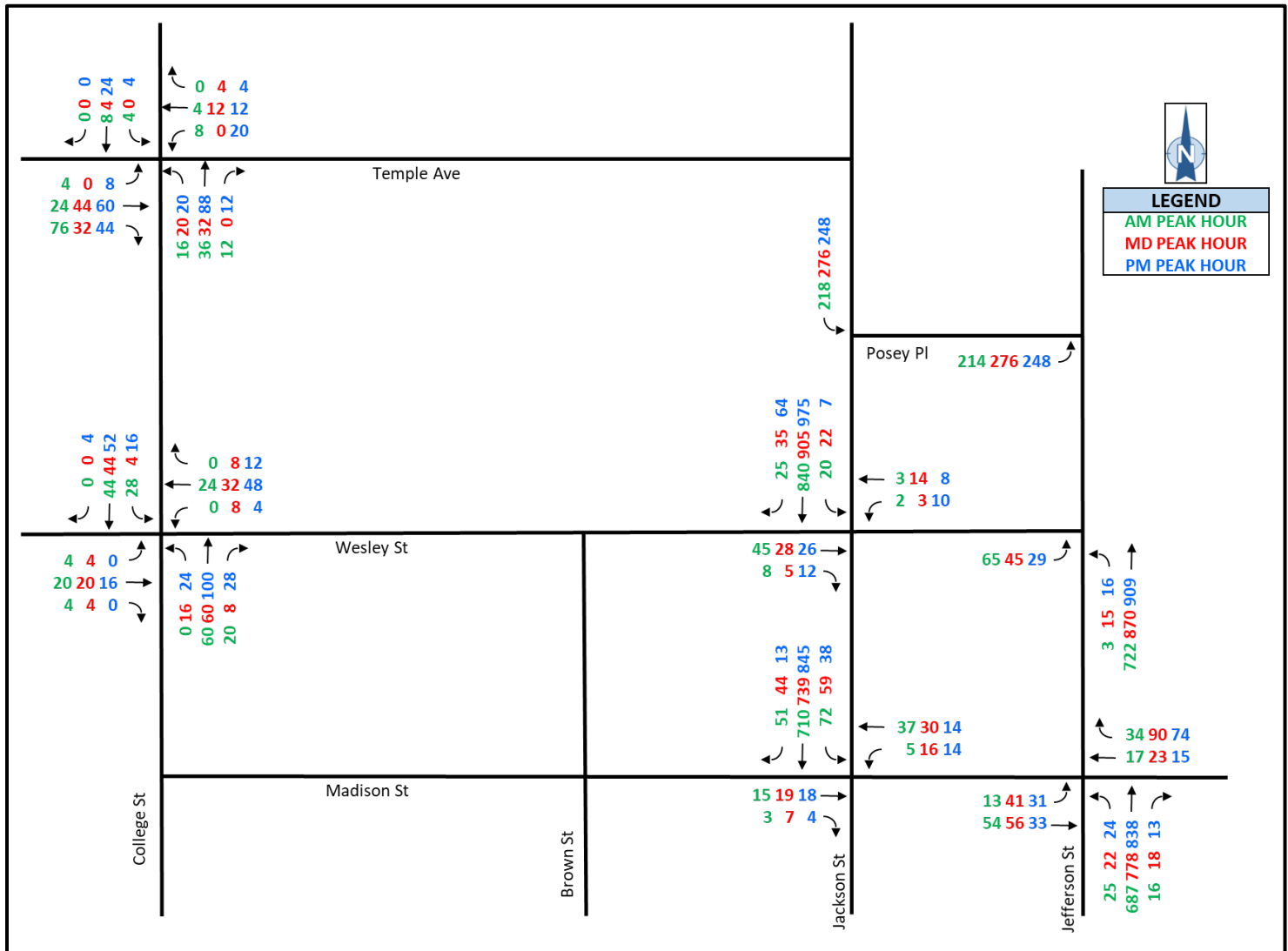
Figure 5: EXISTING CONDITIONS



TURNING MOVEMENT VOLUMES

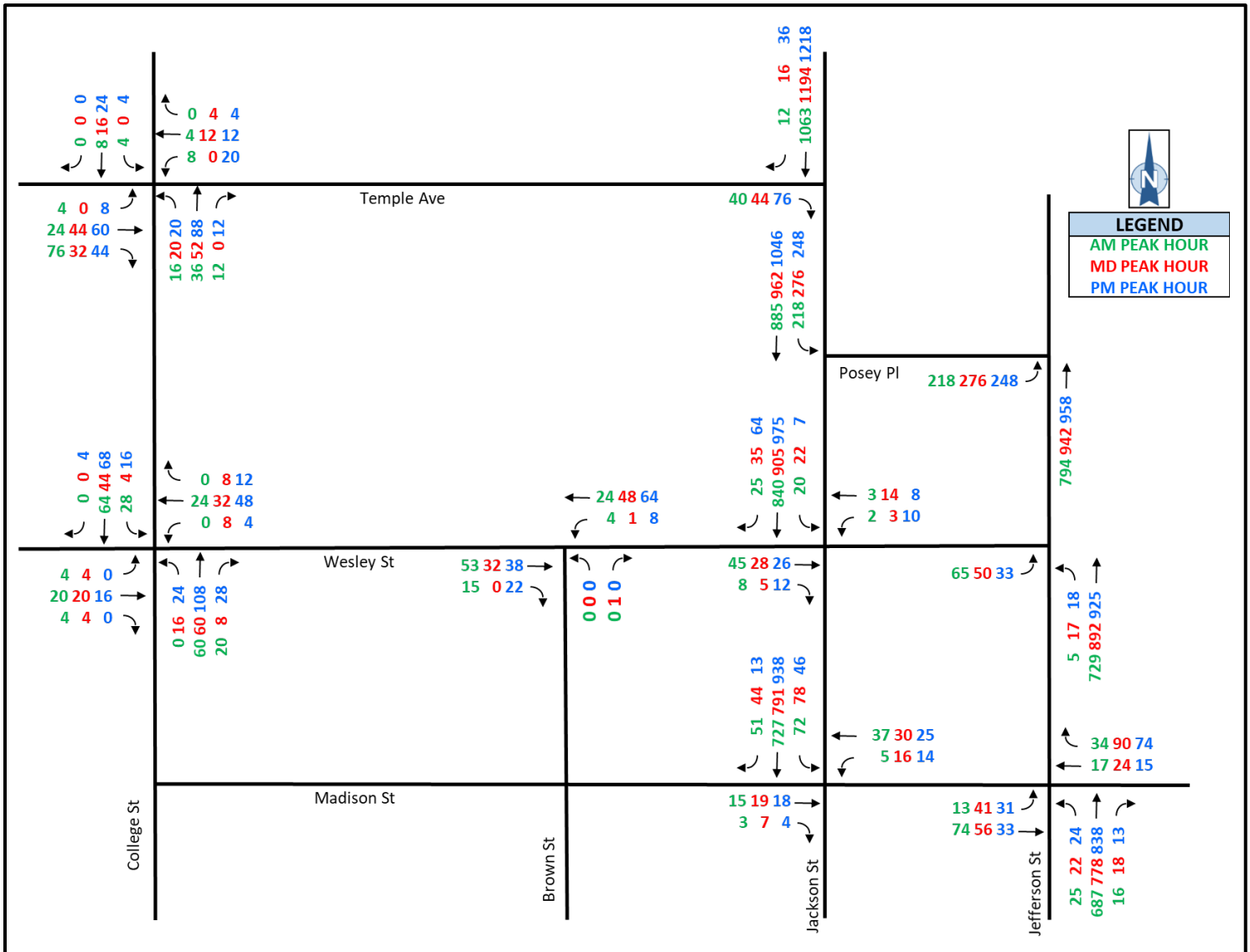
Turning Movement Counts (TMC's) were conducted at the study intersections on Wednesday, September 30, 2020 during the peak hours from 8:00 to 9:00 AM, 12:00 to 1:00 PM, and 5:00 to 6:00 PM. Existing peak hour turning movement volumes are shown in Figure 6 below. Turning movement data is provided in Appendix A.

Figure 6: EXISTING TRAFFIC VOLUMES



Balanced peak hour turning movement volumes are shown in Figure 7 below. The intersections of Madison Street & Brown Street and Madison Street & College Street were not balanced through as counts were not recorded at these intersections. They were still included in the safety analysis.

Figure 7: BALANCED EXISTING TRAFFIC VOLUMES



COVID-19 TRAFFIC ADJUSTMENT

Due to the COVID-19 pandemic, GDOT issued guidance on the collection of Turning Movement Counts (TMC's). One example of guidance provided by the document issued in April states the following, "prior to collecting counts, the engineer should identify the nearest Continuous Count Station (CCS) or Short-Term count station from GDOT's Traffic Analysis and Data Application (TADA)...Turning movement counts should be factored based on the comparison of data available in TADA ..."

The TMC's recorded on Wednesday, September 30, 2020 were compared to GDOT count stations 077-0198 and 077-0196 based on the historical volume data collected by the count stations. The TMC's show a slightly higher volume than the previous counts from the GDOT count stations. Therefore, it was determined that the existing traffic volumes do not need to be adjusted.

SAFETY EVALUATION

CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersections. Data was obtained from the Georgia Electronic Accident Reporting System (GEARS) for the five most recent years of data.

Table 1 summarizes the crash frequency at the intersection of Jackson Street & Wesley Street. Detailed crash data is provided in Appendix B.

Table 1: CRASH DATA SUMMARY, JACKSON ST & WESLEY ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2015	7	3/5	0	4	0	1	1	1
2016	8	5/8	0	5	0	2	1	0
2017	7	2/4	0	7	0	0	0	0
2018	7	1/1	0	3	0	1	2	1
2019	7	3/3	0	3	0	1	2	1
Total	36	14/21	0	22	0	5	6	3

According to the crash history, angle collisions are the most prominent type of crash, accounting for 61% of the total collisions in the past five years. No fatalities have been reported during this time period. After further research, some of the angle crashes were from drivers attempting to turn left out of the right southbound lane. Majority of the crashes were due to failing to yield at the stop sign.

Table 2 summarizes the crash frequency at the intersection of Jefferson Street & Wesley Street.

Table 2: CRASH DATA SUMMARY, JEFFERSON ST & WESLEY ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2015	2	0/0	0	2	0	0	0	0
2016	2	0/0	0	1	0	1	0	0
2017	6	2/2	0	3	0	1	1	1
2018	4	0/0	0	2	0	0	2	0
2019	2	0/0	0	0	0	0	2	0
Total	16	2/2	0	8	0	2	5	1

According to the crash history, angle collisions are the most prominent type of crash, accounting for 50% of the total collisions in the past five years. No fatalities have been reported during this time period. After further research, majority of the angle crashes were from drivers attempting to turn left out of the right northbound lane.

Table 3 summarizes the crash frequency at the intersection of Jackson Street & Madison Street.

Table 3: CRASH DATA SUMMARY, JACKSON ST & MADISON ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	4	1/1	0	0	0	3	1	0
2016	6	0/0	0	2	0	2	0	2
2017	6	1/2	0	2	0	2	2	0
2018	4	1/1	0	0	0	4	0	0
2019	6	2/2	0	2	0	3	1	0
Total	26	5/6	0	6	0	14	4	2

According to the crash history, rear end collisions are the most prominent types of crashes, accounting for 54% of the total collisions in the past five years. No fatalities have been reported during this time period.

Table 4 summarizes the crash frequency at the intersection of Jefferson Street & Madison Street.

Table 4: CRASH DATA SUMMARY, JEFFERSON ST & MADISON ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	4	2/2	0	3	0	1	0	0
2016	5	1/1	0	2	0	1	2	0
2017	7	1/1	0	1	1	3	2	0
2018	3	1/1	0	1	0	1	1	0
2019	5	0/0	0	2	0	1	2	0
Total	24	5/5	0	9	1	7	7	0

According to the crash history, angle collisions are the most prominent types of crashes, accounting for 38% of the total collisions in the past five years. No fatalities have been reported during this time period. After further research, majority of the angle collisions were parking related while the remaining crashes were due to drivers running red lights.

Table 5 summarizes the crash frequency at the intersection of Jefferson Street & Posey Place.

Table 5: CRASH DATA SUMMARY, JEFFERSON ST & POSEY PL

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	9	0/0	0	2	0	2	5	0
2016	9	1/1	0	4	0	2	3	0
2017	6	2/2	0	1	0	1	3	1
2018	7	1/2	0	1	0	1	5	0
2019	4	0/0	0	1	0	0	3	0
Total	35	4/5	0	9	0	6	19	1

According to the crash history, sideswipe collisions are the most prominent types of crashes, accounting for 54% of the total collisions in the past five years. No fatalities have been reported during this time period.

Table 6 summarizes the crash frequency at the intersection of Jackson Street & Posey Place.

Table 6: CRASH DATA SUMMARY, JACKSON ST & POSEY PL

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	5	1/2	0	1	0	0	4	0
2016	7	3/4	0	3	0	1	2	1
2017	3	0/0	0	2	0	0	1	0
2018	3	2/2	0	1	0	1	1	0
2019	5	0/0	0	1	0	1	2	1
Total	23	6/8	0	8	0	3	10	2

According to the crash history, sideswipe collisions are the most prominent types of crashes, accounting for 43% of the total collisions in the past five years. No fatalities have been reported during this time period.

Table 7 summarizes the crash frequency at the intersection of Jackson Street & Temple Avenue.

Table 7: CRASH DATA SUMMARY, JACKSON ST & TEMPLE AVE

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	1	1/1	0	1	0	0	0	0
2016	0	0/0	0	0	0	0	0	0
2017	3	0/0	0	0	0	2	0	1
2018	6	2/2	0	1	0	1	2	2
2019	2	0/0	0	2	0	0	0	0
Total	12	3/3	0	4	0	3	2	3

According to the crash history, angle collisions are the most prominent types of crashes, accounting for 33% of the total collisions in the past five years. No fatalities have been reported during this time period.

Table 8 summarizes the crash frequency at the intersection of Temple Avenue & College Street.

Table 8: CRASH DATA SUMMARY, TEMPLE AVE & COLLEGE ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	0	0/0	0	0	0	0	0	0
2016	1	0/0	0	1	0	0	0	0
2017	1	0/0	0	1	0	0	0	0
2018	1	1/2	0	1	0	0	0	0
2019	1	0/0	0	1	0	0	0	0
Total	4	1/2	0	4	0	0	0	0

According to the crash history, angle collisions are the most prominent types of crashes, accounting for 100% of the total collisions in the past five years. No fatalities have been reported during this time period. All of the crashes are due to drivers not yielding right of way at the four-way stop control.

Table 9 summarizes the crash frequency at the intersection of Wesley Street & College Street.

Table 9: CRASH DATA SUMMARY, WESLEY ST & COLLEGE ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	1	0/0	0	1	0	0	0	0
2016	1	0/0	0	1	0	0	0	0
2017	1	0/0	0	1	0	0	0	0
2018	5	2/4	0	5	0	0	0	0
2019	0	0/0	0	0	0	0	0	0
Total	8	2/4	0	8	0	0	0	0

According to the crash history, angle collisions are the most prominent types of crashes, accounting for 100% of the total collisions in the past five years. No fatalities have been reported during this time period. All of the crashes are due to drivers not yielding right of way at the four-way stop control.

Table 10 summarizes the crash frequency at the intersection of Wesley Street & Brown Street.

Table 10: CRASH DATA SUMMARY, WESLEY ST & BROWN ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	2	1/1	0	1	0	1	0	0
2016	0	0/0	0	0	0	0	0	0
2017	0	0/0	0	0	0	0	0	0
2018	0	0/0	0	0	0	0	0	0
2019	1	0/0	0	1	0	0	0	0
Total	3	1/1	0	2	0	1	0	0

According to the crash history, angle collisions are the most prominent types of crashes, accounting for 67% of the total collisions in the past five years. No fatalities have been reported during this time period. The angle crashes are due to drivers not yielding at the stop sign.

Table 11 summarizes the crash frequency at the intersection of Madison Street & College Street.

Table 11: CRASH DATA SUMMARY, MADISON ST & COLLEGE ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	0	0/0	0	0	0	0	0	0
2016	0	0/0	0	0	0	0	0	0
2017	0	0/0	0	0	0	0	0	0
2018	0	0/0	0	0	0	0	0	0
2019	0	0/0	0	0	0	0	0	0
Total	0	0/0	0	0	0	0	0	0

According to GEARS, no collisions have occurred at the intersection of Madison Street & College Street in the past five years.

Table 12 summarizes the crash frequency at the intersection of Wesley Street & Brown Street.

Table 12: CRASH DATA SUMMARY, MADISON ST & BROWN ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2015	0	0/0	0	0	0	0	0	0
2016	0	0/0	0	0	0	0	0	0
2017	1	0/0	0	0	0	0	1	0
2018	0	0/0	0	0	0	0	0	0
2019	2	0/0	0	0	0	1	1	0
Total	3	0/0	0	0	0	1	2	0

According to the crash history, sideswipe collisions are the most prominent types of crashes, accounting for 67% of the total collisions in the past five years. No fatalities have been reported during this time period.

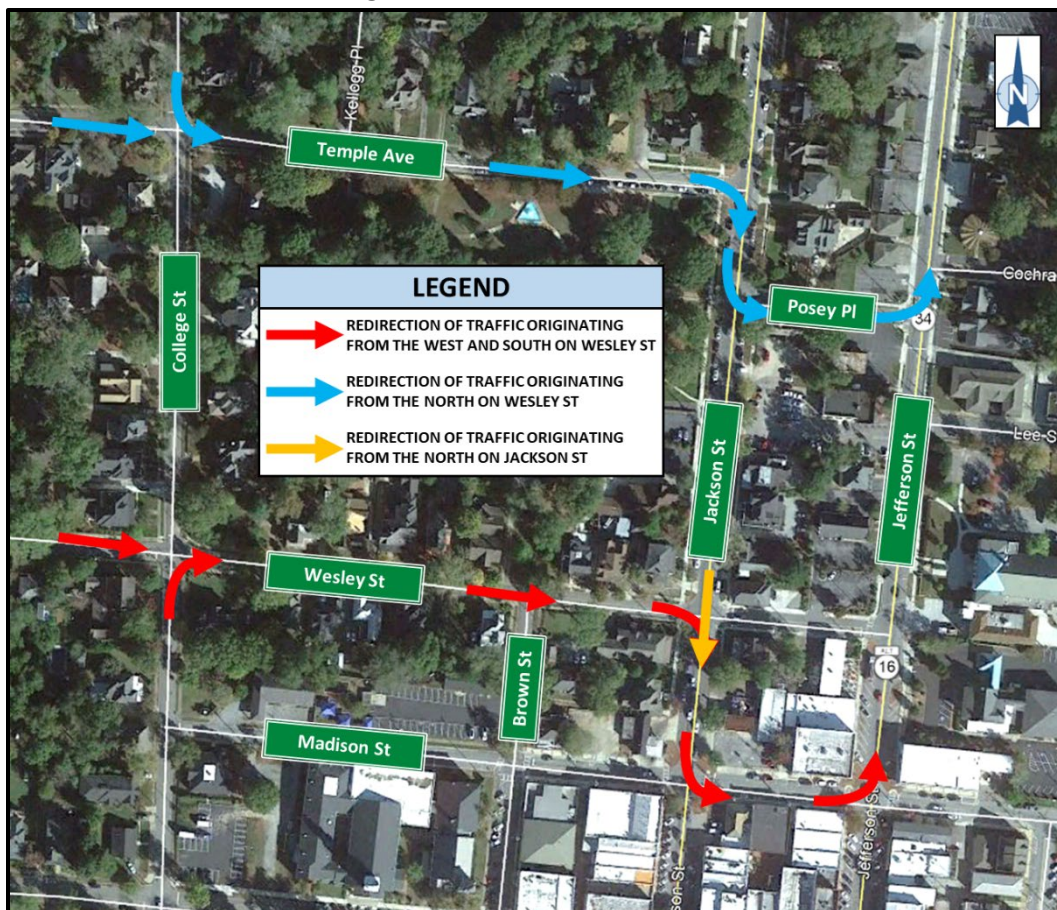
PROJECTED CONDITIONS

The project proposes to convert the section of Wesley Street in between Jackson Street and Jefferson Street to a westbound one-way travel lane. Due to this, the existing eastbound traffic that uses this section of Wesley Street will be redirected to travel north on Jackson Street. All southbound left turns coming from Jackson Street will be redirected to make a left turn onto Madison Street at the signal just south of Wesley Street. The traffic crossing Jackson Street originating from the west side of Wesley Street was divided and redirected based on the volume and origin of traffic counted at the intersection of Wesley Street and College Street traveling towards Jackson Street & Wesley Street.

Traffic coming from the west and south will continue to Wesley Street, where they will take a right turn onto Jackson Street and then turn left onto and use Madison Street to turn back towards the north. Traffic coming from the north will be redirected up to Temple Avenue, where they will take a right turn onto Jackson Street and then turn left onto and use Posey Place to turn back towards the north.

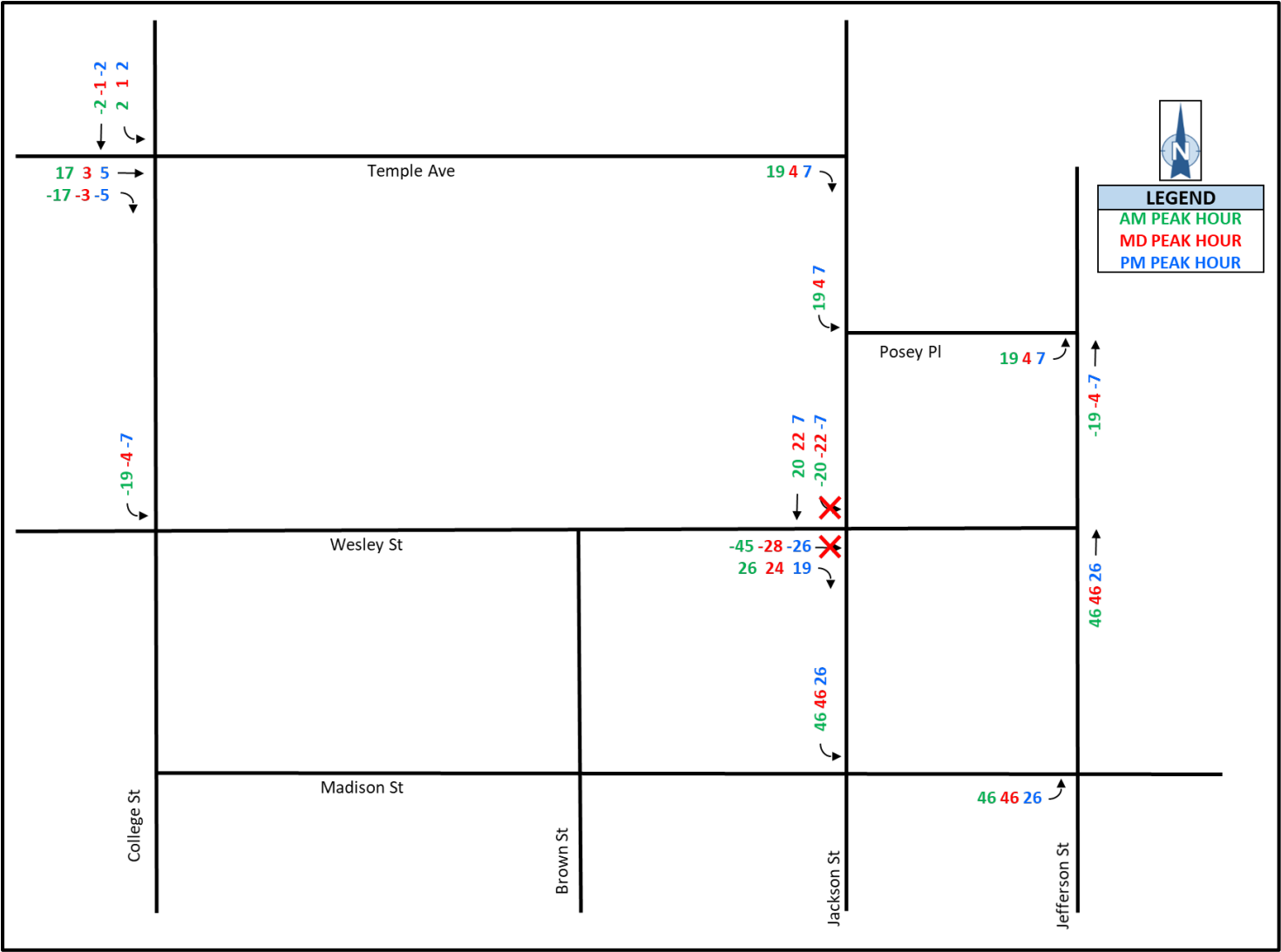
The redirections of traffic can be seen below in Figure 8. The blue arrows represent the traffic coming from the north being redirected to Temple Avenue, the red arrows represent the traffic originally traveling on Wesley Street that will turn onto Madison Street, and the orange arrow represents the southbound traffic on Jackson Street merging with the red arrow redirection pattern.

Figure 8: TRAFFIC REDIRECTION



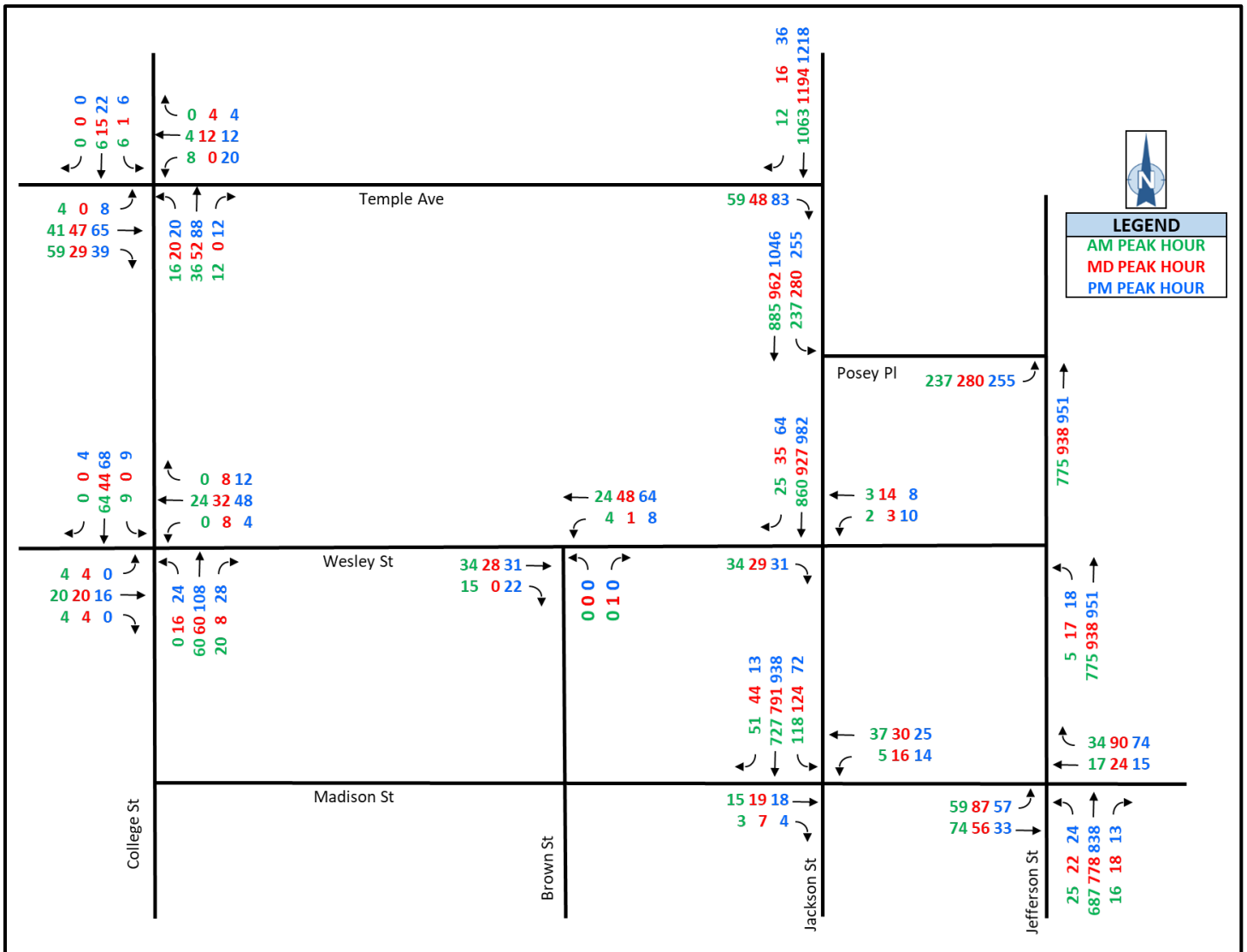
The redirected traffic volumes affected by converting the section of Wesley Street to a westbound one-way is shown below in Figure 9. Negative (-) numbers show where volumes are being taken/redirected from a movement while positive numbers show where the volumes are being added/redirected to a separate movement. The arrows crossed out in red are the movements being removed as the segment of Wesley Street is converted.

Figure 9: REDIRECTED TRAFFIC VOLUMES



The projected traffic volumes, which includes converting the section of Wesley Street to a one-way and redirecting the affected traffic, can be seen below in Figure 10.

Figure 10: PROJECTED TRAFFIC VOLUMES



CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 6th Edition, and with the use of *Synchro 10* from Trafficware. HCM Level of Service (LOS) definitions are shown in Table 13.

Table 13: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 6th Edition

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

The intersections were evaluated under existing conditions. The results of the capacity analysis are summarized in Table 14 (signalized intersections) and Table 15 (unsignalized intersections) below and on the following page. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for existing conditions can be found in Appendix C.

Table 14: CAPACITY ANALYSIS – EXISTING CONDITIONS, SIGNALIZED

INTERSECTION	EXISTING CONDITIONS		
	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
Jackson St & Madison St	A (5.3)	A (6.0)	A (5.4)
Jefferson St & Madison St	B (15.1)	B (17.1)	C (21.9)
Jefferson St & Posey Pl	A (10.0)	A (9.9)	B (13.8)

The capacity analysis results indicate that under existing conditions, the signalized intersections are operating at LOS C or better during all peak hours.

Table 15: CAPACITY ANALYSIS – EXISTING CONDITIONS, UNSIGNALIZED

INTERSECTION	MOVEMENT	EXISTING CONDITIONS		
		AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
Jackson St & Wesley St	EB-T/R	C (21.1)	C (20.4)	C (21.5)
	WB-L/T	C (17.6)	C (20.0)	C (19.2)
	SB-L/T/R	A (0.0)	A (0.0)	A (0.0)
Jefferson St & Wesley St	EB-L	B (11.9)	B (13.5)	B (14.7)
	NB-L/T	A (0.0)	A (0.0)	A (0.0)
Jackson St & Temple Ave	EB-R	B (13.6)	B (14.9)	C (16.4)
	SB-T/R	A (0.0)	A (0.0)	A (0.0)
Temple Ave & College St	EB-L/T/R	A (7.1)	A (7.3)	A (7.7)
	WB-L/T/R	A (8.3)	A (7.1)	A (7.7)
	NB-L/T/R	A (7.5)	A (7.6)	A (8.0)
	SB-L/T/R	A (7.4)	A (7.3)	A (7.6)
Wesley St & College St	EB-L/T/R	A (7.4)	A (7.4)	A (7.7)
	WB-L/T/R	A (7.5)	A (7.5)	A (7.8)
	NB-L/T/R	A (7.4)	A (8.1)	A (8.1)
	SB-L/T/R	A (7.7)	A (7.5)	A (7.8)

The capacity analysis results indicate that under existing conditions, the movements at each of the unsignalized intersections currently operate at LOS C or better during all peak hours.

Table 16 below shows the 95th percentile queue lengths (in feet) for all movements for the study intersections under existing conditions.

Table 16: 95TH PERCENTILE QUEUE LENGTH (FT) – EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING CONDITIONS		
		AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
Jackson St & Madison St	EB-T/R	15	25	20
	WB-L/T	35	43	35
	SB-L/T/R	60	85	83
Jefferson St & Madison St	EB-L/T	68	93	73
	WB-T/R	45	105	100
	NB-L/T/R	190	215	333
Jefferson St & Posey Pl	EB-L	*	*	*
	NB-T	123	155	205
Jackson St & Wesley St	EB-T/R	18	10	15
	WB-L/T	3	5	5
	SB-L/T/R	0	0	0
Jefferson St & Wesley St	EB-L	10	10	8
	NB-L/T	0	0	0
Jackson St & Temple Ave	EB-R	8	10	20
	SB-T/R	0	0	0
Temple Ave & College St	EB-L/T/R	10	8	13
	WB-L/T/R	3	3	5
	NB-L/T/R	8	8	13
	SB-L/T/R	0	3	3
Wesley St & College St	EB-L/T/R	3	3	3
	WB-L/T/R	3	5	8
	NB-L/T/R	8	10	18
	SB-L/T/R	10	5	10

25 ft = 1 car

* Not provided by *Synchro 10*

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

The intersections were evaluated under projected conditions, with Wesley Street as a one-way with redirected traffic. The results of the capacity analysis are summarized in Table 17 (signalized intersections) and Table 18 (unsignalized intersections) below. Capacity analysis reports for projected conditions can be found in Appendix D.

Table 17: CAPACITY ANALYSIS – PROJECTED CONDITIONS, SIGNALIZED

INTERSECTION	PROJECTED CONDITIONS		
	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
Jackson St & Madison St	A (5.3)	A (6.0)	A (5.4)
Jefferson St & Madison St	B (15.6)	B (17.3)	C (21.9)
Jefferson St & Posey Pl	A (9.8)	A (9.9)	B (13.7)

The capacity analysis results indicate that under projected conditions, the signalized intersections are expected to operate at LOS C or better during all peak hours.

Table 18: CAPACITY ANALYSIS – PROJECTED CONDITIONS, UNSIGNALIZED

INTERSECTION	MOVEMENT	PROJECTED CONDITIONS		
		AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
Jackson St & Wesley St	EB-R	B (12.1)	B (12.3)	B (13.2)
	WB-L/T	C (16.7)	C (19.3)	C (18.6)
	SB-T/R	A (0.0)	A (0.0)	A (0.0)
Jefferson St & Wesley St	NB-L/T	A (0.0)	A (0.0)	A (0.0)
Jackson St & Temple Ave	EB-R	B (14.1)	C (15.0)	C (16.7)
	SB-T/R	A (0.0)	A (0.0)	A (0.0)
Temple Ave & College St	EB-L/T/R	A (7.3)	A (7.3)	A (7.8)
	WB-L/T/R	A (8.3)	A (7.1)	A (7.7)
	NB-L/T/R	A (7.5)	A (7.6)	A (8.0)
	SB-L/T/R	A (7.4)	A (7.3)	A (7.6)
Wesley St & College St	EB-L/T/R	A (7.4)	A (7.4)	A (7.7)
	WB-L/T/R	A (7.4)	A (7.5)	A (7.8)
	NB-L/T/R	A (7.4)	A (8.1)	A (8.1)
	SB-L/T/R	A (7.5)	A (7.4)	A (7.8)

The capacity analysis results indicate that under projected conditions, the movements at the unsignalized intersections are expected to operate at LOS C or better during all peak hours.

Table 19 below shows the 95th percentile queue lengths in feet for all movements for the study intersections under projected conditions.

Table 19: 95TH PERCENTILE QUEUE LENGTH (FT) – PROJECTED CONDITIONS

INTERSECTION	MOVEMENT	PROJECTED CONDITIONS		
		AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
Jackson St & Madison St	EB-T/R	15	25	20
	WB-L/T	35	43	35
	SB-L/T/R	65	90	88
Jefferson St & Madison St	EB-L/T	102	135	102
	WB-T/R	43	95	93
	NB-L/T/R	190	215	333
Jefferson St & Posey Pl	EB-L	*	*	*
	NB-T	120	153	203
Jackson St & Wesley St	EB-R	5	5	5
	WB-L/T	3	5	5
	SB-T/R	0	0	0
Jefferson St & Wesley St	NB-L/T	0	0	0
Jackson St & Temple Ave	EB-R	13	10	23
	SB-T/R	0	0	0
Temple Ave & College St	EB-L/T/R	10	8	13
	WB-L/T/R	3	3	5
	NB-L/T/R	8	8	13
	SB-L/T/R	0	3	3
Wesley St & College St	EB-L/T/R	3	3	3
	WB-L/T/R	3	5	8
	NB-L/T/R	8	10	18
	SB-L/T/R	8	5	8

25 ft = 1 car

* Not provided by *Synchro 10*

SUMMARY OF FINDINGS

- This study included an analysis of converting a section of Wesley Street to a westbound one-way and how it would affect the surrounding roadways.
 - GDOT conducted a sight distance study in downtown Newnan and identified the issue of traffic entering Jefferson Street from Wesley Street. The conversion to a one-way was an available solution to eliminate the sight distance issue for eastbound traffic.
- The study intersections that were analyzed with *Synchro 10* include the following:
 - Jackson Street & Wesley Street
 - Jefferson Street & Wesley Street
 - Jackson Street & Madison Street
 - Jefferson Street & Madison Street
 - Jefferson Street & Posey Place
 - Jackson Street & Temple Avenue
 - Temple Avenue & College Street
 - Wesley Street & College Street
- TMC's were recorded from 8:00 to 9:00 AM, 12:00 to 1:00 PM, and 5:00 to 6:00 PM on September 30, 2020.
- Observations were made of TMC and GDOT Count Station data to see how current traffic compares to pre-COVID-19 traffic.
 - The volumes taken from the TMC's were similar to the previous count data from GDOT count stations 077-0198 and 077-0196, therefore no adjustments were justified.

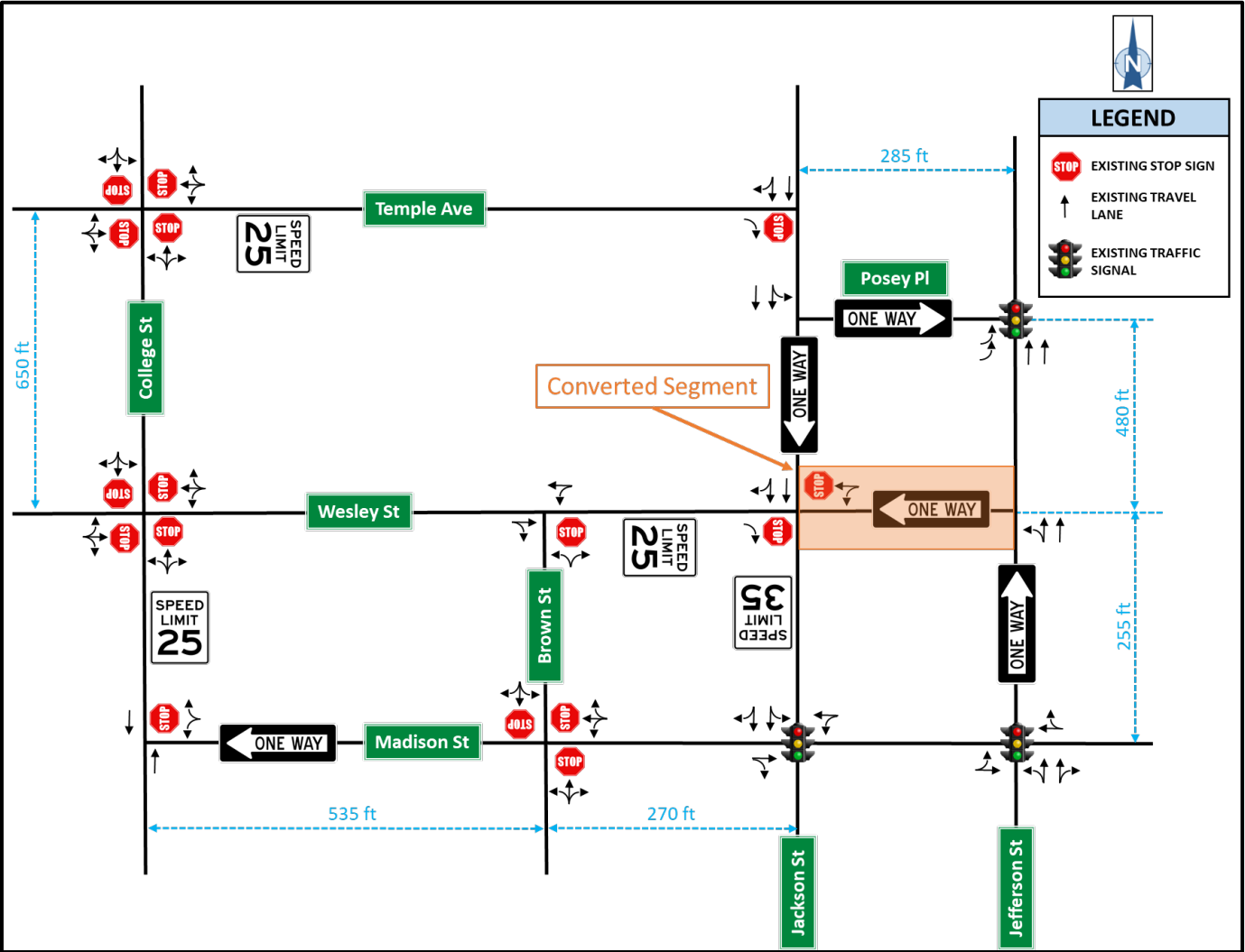
- A safety evaluation was performed for the following intersections:
 - Jackson Street & Wesley Street
 - 36 total crashes; 61% angle collisions.
 - Jefferson Street & Wesley Street
 - 16 total crashes; 50% angle collisions.
 - Jackson Street & Madison Street
 - 26 total crashes; 54% rear end collisions.
 - Jefferson Street & Madison Street
 - 24 total crashes; 38% angle collisions.
 - Jefferson Street & Posey Place
 - 35 total crashes; 54% sideswipe collisions.
 - Jackson Street & Posey Place
 - 23 total crashes; 43% sideswipe collisions.
 - Jackson Street & Temple Avenue
 - 12 total crashes; 33% angle collisions.
 - Temple Avenue & College Street
 - 4 total crashes; 100% angle collisions.
 - Wesley Street & College Street
 - 8 total crashes; 100% angle collisions.
 - Wesley Street & Brown Street
 - 3 total crashes; 67% angle collisions.
 - Madison Street & College Street
 - 0 total crashes.
 - Madison Street & Brown Street
 - 3 total crashes; 67% sideswipe collisions.
- Existing traffic that travels eastbound on Wesley Street towards Jefferson Street was redirected based on the assumed point of origin.
 - Southbound traffic on Jackson Street that turns left onto Wesley Street was redirected to make a left turn onto Madison Street.
 - Eastbound traffic on Wesley Street that originated from the west and south would continue towards Jackson Street. Drivers would take a right turn onto Jackson Street, followed by a left turn onto Madison Street.
 - Eastbound traffic on Wesley Street that originated from the north was redirected to travel on Temple Avenue towards Jackson Street. Drivers would take a right turn onto Jackson Street, followed by a left turn onto Posey Place.
- Under existing conditions, the following intersections and movements operate as follows:
 - All signalized intersections operate at LOS C or better during all peak hours.
 - All movements at each of the unsignalized intersections operate at LOS C or better during all peak hours.

- Under projected conditions (Wesley Street with one-way section and redirected traffic), the following intersections and movements are projected to operate as follows:
 - All signalized intersections are projected to operate at LOS C or better during all peak hours.
 - All movements at each of the unsignalized intersections are projected to operate at LOS C or better during all peak hours.

RECOMMENDATIONS

The study reveals that converting the section of Wesley Street between Jackson Street and Jefferson Street to a westbound one-way does not adversely affect the surrounding intersections and traffic operations. A diagram of the project conditions is shown below in Figure 11.

Figure 11: PROJECTED CONDITIONS

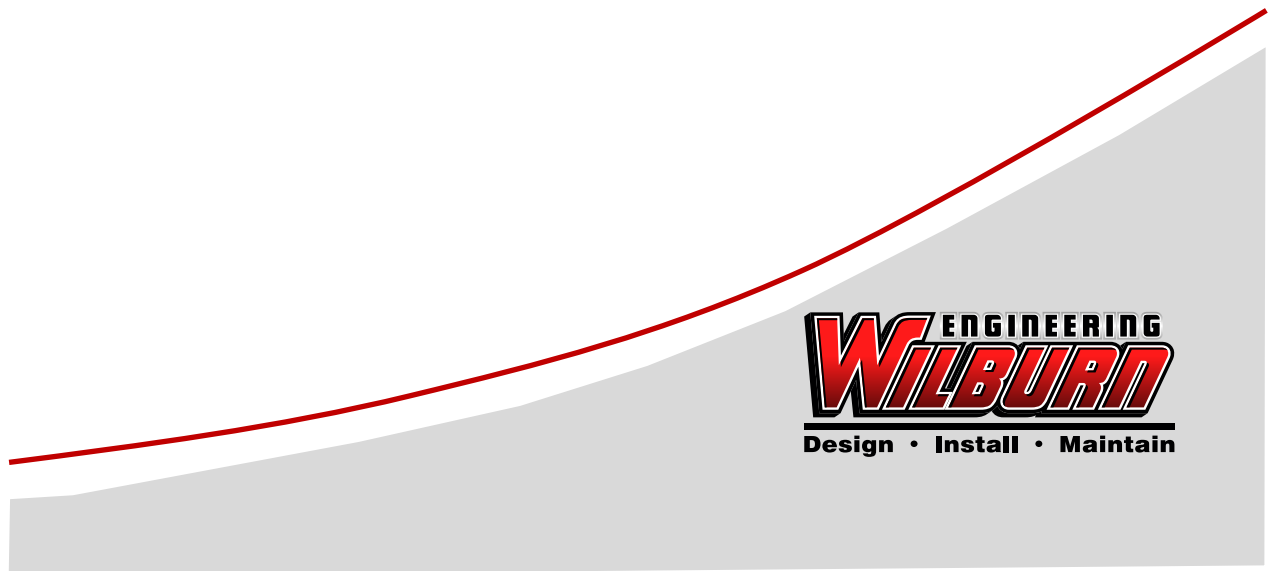


APPENDICES

TURNING MOVEMENT DATA	A
CRASH DATA.....	B
CAPACITY ANALYSIS – EXISTING CONDITIONS.....	C
CAPACITY ANALYSIS – PROJECTED CONDITIONS	D

APPENDIX A

TURNING MOVEMENT DATA



Wilburn Engineering

55 Millard Farmer Industrial Blvd
Newnan, GA, 30265

Design. Build. Maintain

Jackson St & Madison St

Groups Printed- Unshifted - Bank 1

	Jackson St Southbound					Madison St Westbound					Jackson St Northbound					Madison St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	5	190	19	3	217	0	6	2	0	8	0	0	0	0	0	1	3	0	0	4	229
08:15 AM	7	188	17	1	213	0	13	1	0	14	0	0	0	0	0	1	0	0	1	2	229
08:30 AM	15	167	16	3	201	0	9	1	0	10	0	0	0	0	0	0	7	0	2	9	220
08:45 AM	24	165	20	3	212	0	9	1	0	10	0	0	0	1	1	1	5	0	1	7	230
Total	51	710	72	10	843	0	37	5	0	42	0	0	0	1	1	3	15	0	4	22	908

*** BREAK ***

12:00 PM	3	177	10	4	194	0	3	3	0	6	0	0	0	1	1	1	6	0	1	8	209
12:15 PM	9	187	14	3	213	0	8	7	0	15	0	0	0	2	2	4	5	0	1	10	240
12:30 PM	12	178	13	2	205	0	7	4	0	11	0	0	0	5	5	1	4	0	4	9	230
12:45 PM	20	197	22	1	240	0	12	2	0	14	0	0	0	1	1	1	4	0	3	8	263
Total	44	739	59	10	852	0	30	16	0	46	0	0	0	9	9	7	19	0	9	35	942

*** BREAK ***

05:00 PM	4	222	4	6	236	0	7	7	0	14	0	0	0	4	4	2	7	0	6	15	269
05:15 PM	4	228	13	6	251	0	2	3	0	5	0	0	0	0	0	0	5	0	1	6	262
05:30 PM	4	206	10	11	231	0	3	2	0	5	0	0	0	0	0	1	3	0	4	8	244
05:45 PM	1	189	11	8	209	0	2	2	0	4	0	0	0	4	4	1	3	0	5	9	226
Total	13	845	38	31	927	0	14	14	0	28	0	0	0	8	8	4	18	0	16	38	1001

Grand Total	108	2294	169	51	2622	0	81	35	0	116	0	0	0	18	18	14	52	0	29	95	2851
Apprch %	4.1	87.5	6.4	1.9		0	69.8	30.2	0		0	0	0	100		14.7	54.7	0	30.5		
Total %	3.8	80.5	5.9	1.8	92	0	2.8	1.2	0	4.1	0	0	0	0.6	0.6	0.5	1.8	0	1	3.3	
Unshifted	108	2253	168	51	2580	0	81	35	0	116	0	0	0	18	18	14	52	0	29	95	2809
% Unshifted	100	98.2	99.4	100	98.4	0	100	100	0	100	0	0	0	100	100	100	100	0	100	100	98.5
Bank 1	0	41	1	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
% Bank 1	0	1.8	0.6	0	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5

Wilburn Engineering

55 Millard Farmer Industrial Blvd

Newnan, GA, 30265

Design. Build. Maintain

Jackson St & Wesley St

Groups Printed- Unshifted - Bank 1

	Wesley St Eastbound					Wesley St Westbound					Jackson St Northbound					Jackson St Southbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	1	9	0	0	10	0	1	0	0	1	0	0	0	0	0	12	224	7	0	243	254
08:15 AM	3	14	0	0	17	0	0	0	0	0	0	0	0	0	0	7	198	5	0	210	227
08:30 AM	3	9	0	0	12	0	1	2	0	3	0	0	0	0	0	3	188	6	0	197	212
08:45 AM	1	13	0	0	14	0	1	0	0	1	0	0	0	0	0	3	230	2	0	235	250
Total	8	45	0	0	53	0	3	2	0	5	0	0	0	0	0	25	840	20	0	885	943

*** BREAK ***

12:00 PM	2	6	0	0	8	0	0	2	0	2	0	0	0	0	0	12	227	7	0	246	256
12:15 PM	1	4	0	0	5	0	0	5	0	5	0	0	0	0	0	9	236	5	0	250	260
12:30 PM	1	12	0	0	13	0	3	4	0	7	0	0	0	0	0	8	219	7	0	234	254
12:45 PM	1	6	0	0	7	0	0	3	0	3	0	0	0	0	0	6	223	3	0	232	242
Total	5	28	0	0	33	0	3	14	0	17	0	0	0	0	0	35	905	22	0	962	1012

*** BREAK ***

05:00 PM	3	6	0	0	9	0	1	0	0	1	0	0	0	0	0	19	263	4	0	286	296
05:15 PM	4	7	0	0	11	0	2	4	0	6	0	0	0	0	0	23	255	1	0	279	296
05:30 PM	4	4	0	0	8	0	2	2	0	4	0	0	0	0	0	14	228	1	0	243	255
05:45 PM	1	9	0	0	10	0	3	4	0	7	0	0	0	0	0	8	229	1	0	238	255
Total	12	26	0	0	38	0	8	10	0	18	0	0	0	0	0	64	975	7	0	1046	1102
Grand Total	25	99	0	0	124	0	14	26	0	40	0	0	0	0	0	124	2720	49	0	2893	3057
Apprch %	20.2	79.8	0	0		0	35	65	0		0	0	0	0		4.3	94	1.7	0		
Total %	0.8	3.2	0	0	4.1	0	0.5	0.9	0	1.3	0	0	0	0	0	4.1	89	1.6	0	94.6	
Unshifted	25	99	0	0	124	0	14	26	0	40	0	0	0	0	0	124	2720	49	0	2893	3057
% Unshifted	100	100	0	0	100	0	100	100	0	100	0	0	0	0	0	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Wilburn Engineering

55 Millard Farmer Industrial Blvd
Newnan, GA, 30265
Design. Build. Maintain

Jefferson St & Madison St

Groups Printed- Unshifted - Bank 1

	Jefferson St Southbound					Madison St Westbound					Jefferson St Northbound					Madison St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	0	0	0	0	0	6	2	0	0	8	5	184	3	0	192	0	18	2	0	20	220
08:15 AM	0	0	0	0	0	8	8	0	0	16	10	182	8	0	200	0	19	2	0	21	237
08:30 AM	0	0	0	0	0	11	4	0	0	15	1	162	9	0	172	0	7	5	0	12	199
08:45 AM	0	0	0	0	0	9	3	0	0	12	0	159	5	0	164	0	10	4	0	14	190
Total	0	0	0	0	0	34	17	0	0	51	16	687	25	0	728	0	54	13	0	67	846

*** BREAK ***

12:00 PM	0	0	0	0	0	31	4	0	0	35	3	206	4	0	213	0	16	9	0	25	273
12:15 PM	0	0	0	0	0	14	6	0	0	20	4	165	8	0	177	0	13	11	0	24	221
12:30 PM	0	0	0	0	0	30	8	0	0	38	6	209	5	0	220	0	14	9	0	23	281
12:45 PM	0	0	0	0	0	15	5	0	0	20	5	198	5	0	208	0	13	12	0	25	253
Total	0	0	0	0	0	90	23	0	0	113	18	778	22	0	818	0	56	41	0	97	1028

*** BREAK ***

05:00 PM	0	0	0	0	0	35	3	0	0	38	4	253	11	0	268	0	10	13	0	23	329
05:15 PM	0	0	0	0	0	12	4	0	0	16	1	192	6	0	199	0	10	6	0	16	231
05:30 PM	0	0	0	0	0	9	3	0	0	12	5	189	3	0	197	0	3	5	0	8	217
05:45 PM	0	0	0	0	0	18	5	0	0	23	3	204	4	0	211	0	10	7	0	17	251
Total	0	0	0	0	0	74	15	0	0	89	13	838	24	0	875	0	33	31	0	64	1028

Grand Total	0	0	0	0	0	198	55	0	0	253	47	2303	71	0	2421	0	143	85	0	228	2902
Apprch %	0	0	0	0	0	78.3	21.7	0	0		1.9	95.1	2.9	0		0	62.7	37.3	0		
Total %	0	0	0	0	0	6.8	1.9	0	0	8.7	1.6	79.4	2.4	0	83.4	0	4.9	2.9	0	7.9	
Unshifted	0	0	0	0	0	198	55	0	0	253	47	2282	71	0	2400	0	143	84	0	227	2880
% Unshifted	0	0	0	0	0	100	100	0	0	100	100	99.1	100	0	99.1	0	100	98.8	0	99.6	99.2
Bank 1	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	22
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0.9	0	0	1.2	0	0.4	0.8

Turn Count Summary

Location: Jefferson Street at Wesley Street, Newnan, GA
GPS Coordinates: Lat=33.393885, Lon=-84.742271
Date: 2020-09-30
Day of week: Wednesday
Weather:
Analyst:

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:58	0	0	0	0	0	2	0	12	0	5	0	0	19
08:00	0	0	0	0	0	0	1	191	0	16	0	0	208
08:15	0	0	0	0	0	0	0	189	0	19	0	0	208
08:30	0	0	0	0	0	0	2	174	0	15	0	0	191
08:45	0	0	0	0	0	0	0	168	0	15	0	0	183

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:58	0	0	0	0	0	2	0	12	0	5	0	0	19
08:00	0	0	0	0	0	0	1	177	0	16	0	0	194
08:15	0	0	0	0	0	0	0	182	0	19	0	0	201
08:30	0	0	0	0	0	0	2	171	0	15	0	0	188
08:45	0	0	0	0	0	0	0	161	0	15	0	0	176

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:58	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	14	0	0	0	0	14
08:15	0	0	0	0	0	0	0	7	0	0	0	0	7
08:30	0	0	0	0	0	0	0	3	0	0	0	0	3
08:45	0	0	0	0	0	0	0	7	0	0	0	0	7

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
07:58	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	3	722	0	65	0	0	790
Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.95	0.00	0.86	0.00	0.00	0.95
Approach Factor	0.00			0.00			0.94			0.86			

Peak Hour Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	0	0	0	0	0	3	691	0	65	0	0	759
Truck	0	0	0	0	0	0	0	31	0	0	0	0	31

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Turn Count Summary

Location: Jefferson Street at Wesley Street, Newnan, GA
GPS Coordinates: Lat=33.377521, Lon=-84.795982
Date: 2020-09-30
Day of week: Wednesday
Weather:
Analyst: AJ

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00	0	0	0	0	0	0	0	245	0	12	0	0	257
12:15	0	0	0	0	1	1	6	184	1	8	0	0	201
12:30	0	0	0	0	0	0	6	235	0	18	0	0	259
12:45	0	0	0	0	0	2	3	206	0	7	0	0	218
13:00	0	0	0	0	0	0	0	2	0	0	0	0	2

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00	0	0	0	0	0	0	0	234	0	12	0	0	246
12:15	0	0	0	0	1	1	6	178	1	8	0	0	195
12:30	0	0	0	0	0	0	6	229	0	18	0	0	253
12:45	0	0	0	0	0	2	2	197	0	7	0	0	208
13:00	0	0	0	0	0	0	0	2	0	0	0	0	2

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00	0	0	0	0	0	0	0	11	0	0	0	0	11
12:15	0	0	0	0	0	0	0	6	0	0	0	0	6
12:30	0	0	0	0	0	0	0	6	0	0	0	0	6
12:45	0	0	0	0	0	0	1	9	0	0	0	0	10
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

12:00 - 13:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	1	3	15	870	1	45	0	0	935
Factor	0.00	0.00	0.00	0.00	0.25	0.38	0.62	0.89	0.25	0.62	0.00	0.00	0.90
Approach Factor	0.00			0.50			0.90			0.62			

Peak Hour Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	0	0	0	1	3	14	838	1	45	0	0	902
Truck	0	0	0	0	0	0	1	32	0	0	0	0	33

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Turn Count Summary

Location: Jefferson Street at Wesley Street, Newnan, GA
GPS Coordinates: Lat=33.376885, Lon=-84.798614
Date: 2020-09-30
Day of week: Wednesday
Weather:
Analyst: AJ

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:00	0	0	0	0	1	3	2	293	0	9	0	0	308
17:15	0	0	0	0	0	2	4	209	0	7	0	0	222
17:30	0	0	0	0	0	2	4	187	0	3	1	0	197
17:45	0	0	0	0	0	1	6	220	0	10	0	0	237

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:00	0	0	0	0	1	3	2	290	0	9	0	0	305
17:15	0	0	0	0	0	2	4	202	0	7	0	0	215
17:30	0	0	0	0	0	2	4	184	0	3	1	0	194
17:45	0	0	0	0	0	1	6	220	0	10	0	0	237

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:00	0	0	0	0	0	0	0	3	0	0	0	0	3
17:15	0	0	0	0	0	0	0	7	0	0	0	0	7
17:30	0	0	0	0	0	0	0	3	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

17:00 - 18:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	1	8	16	909	0	29	1	0	964
Factor	0.00	0.00	0.00	0.00	0.25	0.67	0.67	0.78	0.00	0.72	0.25	0.00	0.78
Approach Factor	0.00			0.56			0.78			0.75			

Peak Hour Vehicle Summary

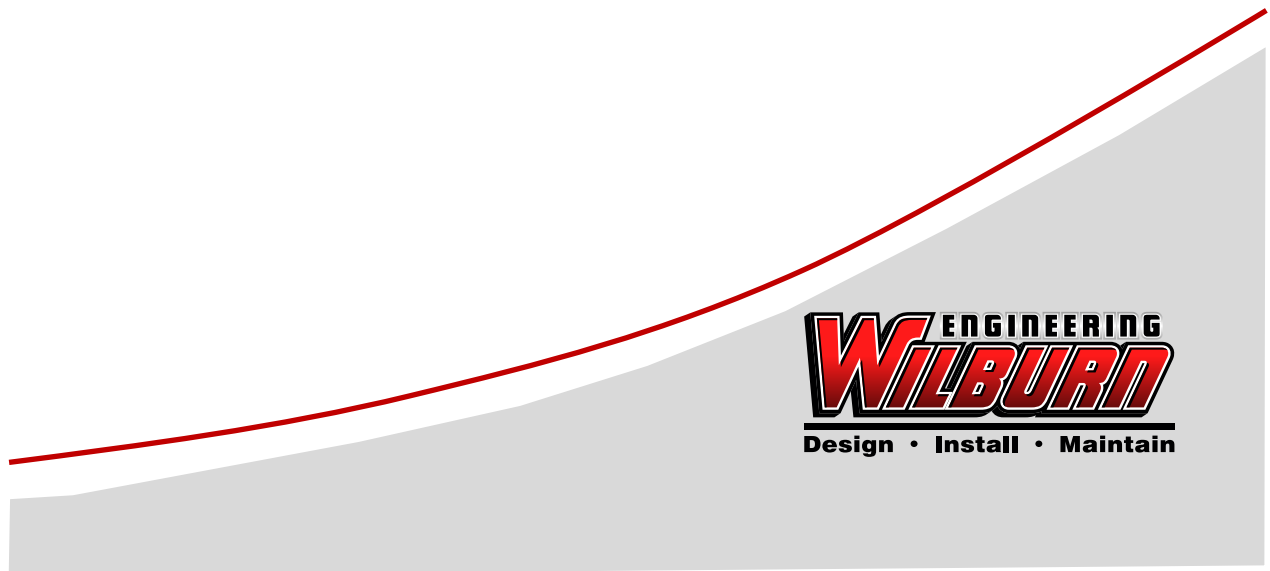
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	0	0	0	1	8	16	896	0	29	1	0	951
Truck	0	0	0	0	0	0	0	13	0	0	0	0	13

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B

CRASH DATA



JACKSON ST & WESLEY ST

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5164559	2/2/2015	COWETA	GA14 JACKSON ST	WESLEY ST	1	0	Angle	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5206397	3/4/2015	COWETA	GA14 JACKSON ST	WESLEY ST	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A		1 Cell Phone	N/A	Lanes	N/A
5276123	5/1/2015	COWETA	GA14 JACKSON ST	WESLEY ST	0	0	Rear End	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5414783	9/2/2015	COWETA	GA14 JACKSON ST	WESLEY ST	1	0	Angle	Daylight	Dry	East	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5434578	6/24/2015	COWETA	GA14 JACKSON ST ST	WESLEY ST	0	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5459332	10/2/2015	COWETA	GA14 JACKSON ST ST	WESLEY ST	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5483197	10/23/2015	COWETA	GA14 JACKSON ST ST	WESLEY ST	3	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5579209	1/1/2016	COWETA	GA.14 JACKSON ST.	WESLEY ST.	3	0	Angle	Daylight	Dry	West	South	Straight	Straight		2 Disregard Stop Sign/Signal	No Contributing Factors	Stop Sign	Lanes
5597999	1/14/2016	COWETA	WESLEY ST	GA.14 (JACKSON ST)	1	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5635117	2/11/2016	COWETA	GA.14 JACKSON ST	WESLEY ST	1	0	Angle	Daylight	Dry	West	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
5695066	3/30/2016	COWETA	GA.14 JEFFERSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	North	North	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
5718609	4/18/2016	COWETA	GA.14 JACKSON ST	WESLEY ST	2	0	Rear End	DarkLighted	Dry	South	None	Straight	Parked		2 Under the Influence (U.I.)	No Contributing Factors	Lanes	Lanes
5878049	8/15/2016	COWETA	GA.14 JACKSON ST	WESLEY ST	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5906349	9/3/2016	COWETA	GA.14 JACKSON ST.	POSEY PL.	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6007627	11/18/2016	COWETA	GA.14 JACKSON ST	WESLEY ST	1	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6094253	1/26/2017	COWETA	GA.14 JACKSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6160026	3/21/2017	COWETA	GA.14 JACKSON ST	WESLEY ST	3	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6170501	3/27/2017	COWETA	GA.14 JACKSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6223996	5/5/2017	COWETA	GA.14 JACKSON ST	WESLEY ST	0	0	Angle	Daylight	Wet	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6398229	9/19/2017	COWETA	GA.14 JACKSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	West	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6415888	10/3/2017	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6524702	12/20/2017	COWETA	GA.14 JACKSON ST	WESLEY ST	1	0	Angle	Daylight	Dry	North	East	Straight	Straight		2 Wrong Side of Road	No Contributing Factors	Lanes	Lanes
6572814	1/26/2018	COWETA	WESLEY ST		0	0	Rear End	DarkLighted	Dry	East	West	Backing	Stopped		2 Improper Backing	No Contributing Factors	Stop Sign	Stop Sign
6610479	2/23/2018	COWETA	GA.14 JACKSON ST		0	0	Angle	Daylight	Dry	West	South	Straight	Straight		2 Failed to Yield,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6695556	5/3/2018	COWETA	GA.14 JACKSON ST		0	0	Angle	Daylight	Dry	West	South	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6810779	7/30/2018	COWETA	GA.14 JACKSON ST	WESLEY ST	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6868488	9/10/2018	COWETA	GA.14 JACKSON ST	WESLEY ST	1	0	Sideswipe-Same Direction	Daylight	Dry	South	None	Straight	Parked		2 Distracted	No Contributing Factors	Lanes	Lanes
6911024	10/11/2018	COWETA	GA.14 JACKSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	South	West	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6936542	10/28/2018	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A		1 Other	N/A	Lanes	N/A
7092866	2/20/2019	COWETA	SR 14	WESLEY STREET	0	0	Not A Collision with Motor Vehicle	DarkLighted	Wet	South	N/A	Straight	N/A		1 Weather Conditions,Other	N/A	Lanes	N/A
7144119	3/28/2019	COWETA	SR 14	WESLEY STREET	1	0	Angle	Daylight	Dry	West	South	Straight	Straight		3 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7160412	4/9/2019	COWETA	SR 14	WESLEY STREET	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7166790	4/15/2019	COWETA	SR 14	WESLEY STREET	0	0	Sideswipe-Same Direction	Daylight	Dry	None	South		Straight		2	No Contributing Factors	No Control Present	Lanes
7300132	7/19/2019	COWETA	SR 14	WESLEY STREET	1	0	Rear End	Daylight	Wet	South	South	Straight	Straight		2	No Contributing Factors	No Control Present	No Control Present
7420253	11/1/2019	COWETA	SR 14	WESLEY STREET	0	0	Angle	Daylight	Dry	West	East	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
7449238	11/22/2019	COWETA	SR 14	WESLEY STREET	1	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes

JEFFERSON ST & WESLEY ST

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5193503	2/22/2015	COWETA	GA14JEFFERSON ST	WESLEY ST	0	0	Angle	Daylight	Wet	East	East	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5519777	11/20/2015	COWETA	GA14 JEFFERSON ST ST	WESLEY ST	0	0	Angle	Daylight	Dry	East	West	Turning Left	Entering/Leaving Parking		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5925893	9/16/2016	COWETA	WESLEY ST	GA.14 (JEFFERSON ST)	0	0	Rear End	DarkLighted	Dry	East	East	Backing	Stopped		2 Improper Backing	No Contributing Factors	Lanes	Lanes
5989333	10/5/2016	COWETA	GA.14 JEFFERSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	North	North	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
6289442	6/23/2017	COWETA	GA.14 JEFFERSON ST		1	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Failed to Yield,Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6306909	7/12/2017	COWETA	GA.14 JEFFERSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6331291	7/25/2017	COWETA	GA.14 JACKSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight		2 No Signal/Improper Signal,Distracted	No Contributing Factors	Lanes	Lanes
6365380	8/20/2017	COWETA	GA.14 JEFFERSON ST	WESLEY ST	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	North	N/A	Straight	N/A		1 Exceeding Speed Limit	N/A	Lanes	N/A
6381623	9/2/2017	COWETA	GA.14 JEFFERSON ST	WESLEY ST	0	0	Rear End	Daylight	Dry	West	East	Backing	Stopped		2 Misjudged Clearance,Improper Backing	No Contributing Factors	Stop Sign	Stop Sign
6385091	9/3/2017	COWETA	GA.14 JEFFERSON ST	WESLEY ST	0	0	Angle	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6556463	1/16/2018	COWETA	GA.14 JEFFERSON ST		0	0	Angle	DarkNot Lighted	Wet	North	North	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
6708027	5/11/2018	COWETA	GA.14 JEFFERSON ST		0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6723119	5/23/2018	COWETA	GA.14 JEFFERSON ST		0	0	Angle	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6886480	9/21/2018	COWETA	GA.14 JEFFERSON ST	WESLEY ST	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7220106	5/23/2019	COWETA	SR 14	WESLEY STREET	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7403217	10/23/2019	COWETA	SR 14	WESLEY STREET	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes

JACKSON ST & MADISON ST

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5412853	8/22/2015	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Traffic Signal
5438081	8/26/2015	COWETA	GA.14 JACKSON ST ST	MADISON ST	1	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5530968	11/22/2015	COWETA	GA.14JACKSON ST	MADISON ST	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5568720	12/27/2015	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Rear End	DarkLighted	Dry	North	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5612753	1/27/2016	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Rear End	Daylight	Wet	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5717106	4/17/2016	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	South	N/A	Straight	N/A		1 Under the Influence (U.I.)	N/A	Lanes	N/A
5747527	5/7/2016	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	South	N/A	Straight	N/A		1 Other	N/A	Traffic Signal	N/A
5793885	6/11/2016	COWETA	MADISON ST	GA.14 (JACKSON STREET)	0	0	Angle	Daylight	Dry	East	West	Turning Left	Stopped		2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
5888762	8/23/2016	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5907808	9/7/2016	COWETA	MADISON ST	GA.14 (JACKSON ST)	0	0	Angle	Daylight	Dry	West	East	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6206290	4/24/2017	COWETA	GA.14 JACKSON ST	MADISON ST	2	0	Rear End	Daylight	Wet	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6296182	7/2/2017	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Turning Left		2 Changed Lanes Improperly,Improper Turn	No Contributing Factors	Lanes	Lanes
6398846	9/17/2017	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly,Improper Turn,Misjudged Clearance	No Contributing Factors	No Control Present	No Control Present
6445761	10/24/2017	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
6460583	11/4/2017	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Rear End	Daylight	Dry	West	West	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6490738	11/27/2017	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Angle	Daylight	Dry	South	West	Straight	Straight		2 Disregard Stop Sign/Signal,Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
6781212	7/3/2018	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Traffic Signal
6859158	9/1/2018	COWETA	GA.14 JACKSON ST	MADISON ST	0	0	Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6863035	9/6/2018	COWETA	MADISON ST	GA.14 JACKSON ST	0	0	Rear End	Daylight	Dry	West	West	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6952498	11/8/2018	COWETA	SR 14	MADISON STREET	1	0	Rear End	DarkLighted	Wet	South	South	Straight	Stopped		2 Following too Close,Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
7168681	4/18/2019	COWETA	MADISON STREET	GA 14	0	0	Sideswipe-Same Direction	Daylight	Dry	East	None	Entering/Leaving Parking	Parked		2 Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	Lanes	No Control Present
7190990	5/2/2019	COWETA	SR 14	MADISON STREET	0	0	Angle	Daylight	Dry	East	South	Backing	Stopped		2 Improper Backing	No Contributing Factors	Lanes	Lanes
7305329	7/30/2019	COWETA	MADISON STREET	SR 14	1	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7312554	8/7/2019	COWETA	SR 14	MADISON STREET	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7381842	10/4/2019	COWETA	WESLEY STREET	SR 14	0	0	Rear End	Daylight	Dry	West	West	Backing	Stopped		2 Improper Backing	No Contributing Factors	Stop Sign	Stop Sign
7493619	12/19/2019	COWETA	SR 14	MADISON STREET	1	0	Rear End	DarkLighted	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	No Control Present	No Control Present

JEFFERSON ST & MADISON ST

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5288601	5/13/2015	COWETA	GA14 JEFFERSON ST	MADISON ST	0	0	Angle	Daylight	Dry	South	East	Straight	Straight		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
5303829	5/22/2015	COWETA	GA14 JEFFERSON ST	MADISON ST	0	0	Angle	Daylight	Dry	East	West	Turning Left	Turning Right		2 Other	Other	Lanes	Lanes
5467504	10/13/2015	COWETA	GA14 JEFFERSON ST ST	MADISON ST	1	0	Rear End	Daylight	Dry	North	North	Straight	Entering/Leaving Parking		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5558477	12/18/2015	COWETA	GA.14 JEFFERSON ST	MADISON ST	1	0	Angle	Daylight	Dry	North	North	Backing	Straight		2 Improper Backing	No Contributing Factors	Lanes	Lanes
5600499	1/15/2016	COWETA	MADISON ST		0	0	Sideswipe-Same Direction	Daylight	Wet	East	East	Entering/Leaving Parking	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
5659517	3/1/2016	COWETA	GA.14 JEFFERSON ST	MADISON ST	0	0	Angle	Daylight	Dry	North	None	Turning Right	Parked		2 Driver Lost Control	No Contributing Factors	Lanes	Lanes
5877258	8/13/2016	COWETA	GA.14 JEFFERSON ST		0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5889773	8/22/2016	COWETA	GA.14 JEFFERSON ST	MADISON ST	1	0	Rear End	Daylight	Dry	North	North	Changing Lanes	Stopped		2 Following too Close,Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5989322	9/23/2016	COWETA	GA14 JEFFERSON ST		0	0	Angle	Daylight	Dry	East	None	Backing	Parked		2 Improper Backing	No Contributing Factors	No Control Present	No Control Present
6133555	2/27/2017	COWETA	GA.14 JEFFERSON ST	MADISDON ST	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6279361	6/17/2017	COWETA	GA.14 JACKSON ST	MADISON ST	1	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6388932	9/11/2017	COWETA	GA.14 JEFFERSON ST	MADISON ST	0	0	Head On	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6428562	10/11/2017	COWETA	MADISON ST	PERRY ST	0	0	Rear End	Daylight	Dry	East	East	Backing	Stopped		2 Improper Backing	No Contributing Factors	Lanes	Lanes
6473906	11/14/2017	COWETA	MADISON ST	GA.14 (JEFFERSON ST)	0	0	Angle	Daylight	Dry	East	None	Entering/Leaving Driveway	Parked		2 Misjudged Clearance	No Contributing Factors	Lanes	Lanes
6494869	11/29/2017	COWETA	GA.14 JEFFERSON ST	MADISON ST	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6512648	12/12/2017	COWETA	MADISON ST	GA.14 (JEFFERSON ST)	0	0	Rear End	Daylight	Dry	West	West	Straight	Stopped		2 Following too Close,Cell Phone	No Contributing Factors	Traffic Signal	Traffic Signal
6644345	3/22/2018	COWETA	GA.14 JEFFERSON ST		0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6820713	8/6/2018	COWETA	GA.14 JEFFERSON ST	MADISON ST	1	0	Angle	Daylight	Dry	North	West	Straight	Straight		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6898278	9/30/2018	COWETA	GA.14 JEFFERSON ST	MADISON ST	0	0	Rear End	DarkLighted	Dry	North	None	Straight	Parked		2 Under the Influence (U.I.)	No Contributing Factors	Lanes	Lanes
7092867	2/20/2019	COWETA	SR 14	MADISON STREET	0	0	Angle	Daylight	Wet	East	North	Backing	Stopped		2 Improper Backing	No Contributing Factors	No Control Present	Traffic Signal
7144081	3/28/2019	COWETA	SR 14	MADISON STREET	0	0	Angle	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7206611	5/10/2019	COWETA	SR 14	MADISON STREET	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7320943	8/14/2019	COWETA	MADISON STREET	SR 14	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7325007	8/17/2019	COWETA	MADISON STREET	JEFFERSON STREET	0	0	Sideswipe-Same Direction	Daylight	Dry	West	West	Entering/Leaving Parking	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes

JEFFERSON ST & POSEY PL

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5140054	1/25/2015	COWETA	GA14 JEFFERSON ST	POSEY PL	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Turning Left	Turning Left		2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
5174284	2/11/2015	COWETA	GA14 JEFFERSON ST	POSEY PL	0	0	Angle	Daylight	Dry	North	East	Straight	Turning Left		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
5211779	3/10/2015	COWETA	GA14 JEFFERSON ST	POSEY PL	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5214884	3/11/2015	COWETA	GA14 JEFFERSON ST	POSEY PL	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Turning Left	Turning Left		2 Other	Other	Lanes	Lanes
5278746	5/5/2015	COWETA	POSEY PL	GA14 JEFFERSON ST	0	0	Rear End	Daylight	Dry	West	East	Backing	Stopped		2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
5362903	7/17/2015	COWETA	POSEY PL	GA14 JEFFERSON	0	0	Sideswipe-Same Direction	Daylight	Dry	North	East	Changing Lanes	Stopped		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
5433394	5/26/2015	COWETA	POSEY PL PL	GA14 JEFFERSON ST	0	0	Sideswipe-Same Direction	Daylight	Dry	South	East	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
5438672	9/8/2015	COWETA	POSEY PL PL	GA14 JEFFERSON ST	0	0	Angle	Daylight	Dry	North	East	Turning Left	Turning Left		2 Misjudged Clearance,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
5467191	10/9/2015	COWETA	GA14 JEFFERSON ST ST	POSEY PL	0	0	Sideswipe-Same Direction	DarkLighted	Dry	South	South	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
5612139	1/23/2016	COWETA	GA.14 JEFFERSON ST	POSEY PL	0	0	Angle	Daylight	Dry	North	East	Straight	Straight		2 Other	Other	Traffic Signal	Traffic Signal
5644862	2/20/2016	COWETA	GA.14 JEFFERSON ST	POSEY PL	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Changing Lanes	Turning Left		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
5646491	2/18/2016	COWETA	GA.14 JEFFERSON ST	POSEY PLACE	0	0	Angle	DarkLighted	Dry	East	North	Turning Left	Straight		2 Other	Other	Traffic Signal	Traffic Signal
5694935	3/30/2016	COWETA	GA.14 JEFFERSON ST	POSEY PLACE	1	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5747450	5/3/2016	COWETA	GA.14 JEFFERSON ST	POSEY PL	0	0	Sideswipe-Same Direction	Daylight	Dry	East	South	Straight	Turning Left		2 Following too Close,Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
5760696	5/17/2016	COWETA	GA.14 JEFFERSON ST	POSEY PL	0	0	Rear End	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5801011	6/18/2016	COWETA	GA.14 JEFFERSON ST	POSEY ST	0	0	Angle	Daylight	Dry	East	North	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
5887471	8/21/2016	COWETA	GA.14 JEFFERSON ST	POSEY PL	0	0	Angle	Daylight	Dry	East	East	Turning Left	Turning Left		2 Other	Other	Traffic Signal	Traffic Signal
5900509	8/30/2016	COWETA	POSEY PLACE	GA.14 (JEFFERSON ST)	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Traffic Signal
6086848	1/18/2017	COWETA	GA.14 JEFFERSON ST	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Turning Left	Turning Left		2 Other	Other	Lanes	Lanes
6116524	2/13/2017	COWETA	GA.14 JACKSON ST.	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Turning Left	Turning Left		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6352506	8/10/2017	COWETA	POSEY PLACE	GA.14 (JEFFERSON ST)	1	0	Sideswipe-Same Direction	Dusk	Wet	East	East	Turning Left	Turning Left		2 Improper Turn,Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
6374388	8/30/2017	COWETA	GA.14 JEFFERSON ST	POSEY PL	0	0	Angle	Daylight	Wet	East	North	Turning Left	Straight		2 Other	Other	Traffic Signal	Traffic Signal
6407709	9/26/2017	COWETA	POSEY PLACE	GA.34 (JEFFERSON ST)	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6524256	12/21/2017	COWETA	POSEY PL	GA.14 (JEFFERSON ST)	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	West	N/A	Turning Left	N/A		1 Failed to Yield	No Contributing Factors	Traffic Signal	Other
6649305	3/27/2018	COWETA	POSEY PLACE		0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6803074	7/23/2018	COWETA	GA.14 JEFFERSON ST	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Turning Left	Turning Left		2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
6819880	8/3/2018	COWETA	GA.14 JEFFERSON ST	POSEY PLACE	2	0	Sideswipe-Same Direction	Daylight	Dry	West	West	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6876806	9/16/2018	COWETA	GA.14 JEFFERSON ST	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	West	West	Turning Left	Turning Left		2 Other	Other	Lanes	Lanes
6881497	9/19/2018	COWETA	GA.14 JEFFERSON ST	POSEY PLACE	0	0	Angle	Daylight	Dry	West	West	Turning Left	Turning Left		2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
6930482	10/25/2018	COWETA	POSEY PLACE	GA.14 JEFFERSON ST	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Turning Left	Stopped		2 No Contributing Factors,Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
6993098	12/6/2018	COWETA	SR 14	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7140995	3/23/2019	COWETA	SR 14	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Turning Left	Turning Left		2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7194873	5/6/2019	COWETA	SR 14	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Turning Left	Turning Left		2 Other	Other	Lanes	Lanes
7496641	12/26/2019	COWETA	POSEY PLACE	SR 14	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Turning Left	Turning Left		2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7500494	12/31/2019	COWETA	SR 14	POSEY PLACE	0	0	Angle	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes

JACKSON ST & POSEY PL

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5133997	1/18/2015	COWETA	GA14 JACKSON ST	POSEY PL	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
5203664	3/3/2015	COWETA	GA14 JACKSON ST	POSEY PL	0	0	Sideswipe-Same Direction	Daylight	Wet	East	South	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	No Control Present	No Control Present
5274383	5/2/2015	COWETA	GA14 JACKSON ST	POSEY PL	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	No Control Present	No Control Present
5313835	6/3/2015	COWETA	GA14 JACKSON ST	POSEY PL	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight		2 Other	Other	Lanes	Lanes
5438500	9/3/2015	COWETA	GA14 JACKSON ST ST	POSEY PL	2	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5648315	2/24/2016	COWETA	GA.14 JACKSON ST	POSEY PL	1	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5700078	4/1/2016	COWETA	GA.14 JACKSON ST	POSEY ST	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight		2 Improper Turn,Mechanical Or Vehicle Failure	No Contributing Factors	Lanes	Lanes
5757199	5/13/2016	COWETA	GA.14 JACKSON ST	POSEY PL	0	0	Angle	Daylight	Dry	West	South	Entering/Leaving Parking	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
5777901	5/29/2016	COWETA	GA.14 JACKSON ST	POSEY PL	1	0	Sideswipe-Same Direction	DarkLighted	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5841550	7/15/2016	COWETA	GA.14 JACKSON ST	POSEY PL	0	0	Angle	DarkLighted	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6007552	11/19/2016	COWETA	GA.14 JACKSON ST	POSEY PL	2	0	Rear End	Daylight	Dry	South	South	Straight	Turning Left		2 Following too Close	No Contributing Factors	Lanes	Lanes
6112523	12/20/2016	COWETA	GA 14	GA 34 BYPASS	0	0	Not A Collision with Motor Vehicle	DarkLighted	Wet	North	North	Straight	Turning Left		2 Mechanical Or Vehicle Failure	No Contributing Factors	Traffic Signal	Traffic Signal
6296740	6/30/2017	COWETA	GA.14 JACKSON ST	POSEY PLACE	0	0	Angle	Daylight	Wet	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	No Control Present	No Control Present
6422294	10/8/2017	COWETA	GA.14 JACKSON ST	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Wet	South	South	Turning Left	Turning Left		2 Improper Turn	No Contributing Factors	Lanes	Lanes
6512655	12/12/2017	COWETA	GA.14 JACKSON ST	POSEY PLACE	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
6750825	6/12/2018	COWETA	GA.14 JACKSON ST	POSEY PL	1	0	Rear End	Daylight	Dry	West	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6786650	7/8/2018	COWETA	GA.14 JACKSON ST	POSEY PL	0	0	Sideswipe-Same Direction	DarkLighted	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7018931	12/27/2018	COWETA	SR 14	POSEY PLACE	1	0	Angle	Daylight	Dry	South	South	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
7161827	4/8/2019	COWETA	SR 14	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Turning Left	Turning Left		2 Improper Turn	No Contributing Factors	Lanes	Lanes
7196614	5/4/2019	COWETA	POSEY PLACE	SR 14	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7251386	6/16/2019	COWETA	SR 14	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
7348422	9/7/2019	COWETA	SR 14	POSEY PLACE	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	East	South	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
7400013	10/21/2019	COWETA	SR 14	POSEY PLACE	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes

JACKSON ST & TEMPLE AVE

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5493304	11/1/2015	COWETA	GA14JACKSON ST ST	POSEY PL	1	0	Angle	DarkLighted	Wet	South	South	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6436591	10/16/2017	COWETA	GA.14 JACKSON ST	TEMPLE AVE	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A		1 Other	N/A	Lanes	N/A
6464807	11/2/2017	COWETA	GA.14 JACKSON ST	TEMPLE AVE	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6488584	11/21/2017	COWETA	GA.14 JACKSON ST		0	0	Rear End	Daylight	Dry	South	None	Straight	Parked		2 Driver Condition	No Contributing Factors	Lanes	Lanes
6587156	2/9/2018	COWETA	GA.14 JACKSON ST		1	0	Rear End	DarkLighted	Dry	South	None	Straight	Parked		2 Under the Influence (U.I.)	No Contributing Factors	Lanes	Lanes
6601409	2/20/2018	COWETA	GA.14 JACKSON ST		1	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A		1 Driver Lost Control,Other	N/A	Lanes	N/A
6683660	3/14/2018	COWETA	GA 14	GA 34 BYPASS	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A		1 No Contributing Factors	N/A	Lanes	N/A
6707764	5/12/2018	COWETA	GA.14 JACKSON ST		0	0	Angle	Daylight	Dry	East	South	Turning Right	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6890751	9/26/2018	COWETA	GA.14 JACKSON ST	POSEY PLACE	0	0	Sideswipe-Same Direction	Daylight	Wet	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7014014	12/15/2018	COWETA	SR 14	TEMPLE AVENUE	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7392565	10/15/2019	COWETA	SR 14	TEMPLE AVENUE	0	0	Angle	Daylight	Dry	South	South	Turning Right	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7436053	10/15/2019	COWETA	SR 14	TEMPLE AVENUE	0	0	Angle	Daylight	Dry	South	South	Turning Right	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes

TEMPLE AVE & COLLEGE ST

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5896238	8/29/2016	COWETA	TEMPLE AVE	COLLEGE ST	0	0	Angle	Daylight	Dry	North	East	Straight	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6210699	4/27/2017	COWETA	COLLEGE ST	TEMPLE AVE	0	0	Angle	Daylight	Dry	East	West	Straight	Turning Left	2	Other	Other	Stop Sign	Stop Sign
6871624	9/12/2018	COWETA	COLLEGE ST	TEMPLE AVE	2	0	Angle	Daylight	Dry	South	East	Straight	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
7091899	2/16/2019	COWETA	TEMPLE AVENUE	COLLEGE STREET	0	0	Angle	Daylight	Dry	None	East		Straight	2		No Contributing Factors	No Control Present	Stop Sign

WESLEY ST & COLLEGE ST

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5231165	3/25/2015	COWETA	WESLEY ST	COLLEGE ST	0	0	Angle	Daylight	Dry	South	West	Straight	Straight		2 Other	Other	Stop Sign	Stop Sign
6049383	12/21/2016	COWETA	WESLEY ST	COLLEGE ST	0	0	Angle	Daylight	Dry	South	West	Straight	Straight		2 Other	Other	Stop Sign	Stop Sign
6145621	3/8/2017	COWETA	WESLEY ST	COLLEGE ST	0	0	Angle	DarkLighted	Dry	East	North	Straight	Straight		2 Other	Other	Stop Sign	Stop Sign
6647026	3/24/2018	COWETA	WESLEY ST		0	0	Angle	Daylight	Dry	East	North	Straight	Straight		2 Other	Other	Stop Sign	Stop Sign
6707762	5/12/2018	COWETA	COLLEGE ST		0	0	Angle	Daylight	Dry	West	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6770969	6/23/2018	COWETA	WESLEY ST	COLLEGE ST	0	0	Angle	Daylight	Dry	East	North	Straight	Straight		2 Other	Other	Stop Sign	Stop Sign
6860162	9/4/2018	COWETA	WESLEY ST	COLLEGE ST	2	0	Angle	Daylight	Dry	South	West	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6899644	9/29/2018	COWETA	WESLEY ST	COLLEGE ST	2	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Disregard Stop Sign/Signal	No Contributing Factors	Stop Sign	Stop Sign

WESLEY ST & BROWN ST

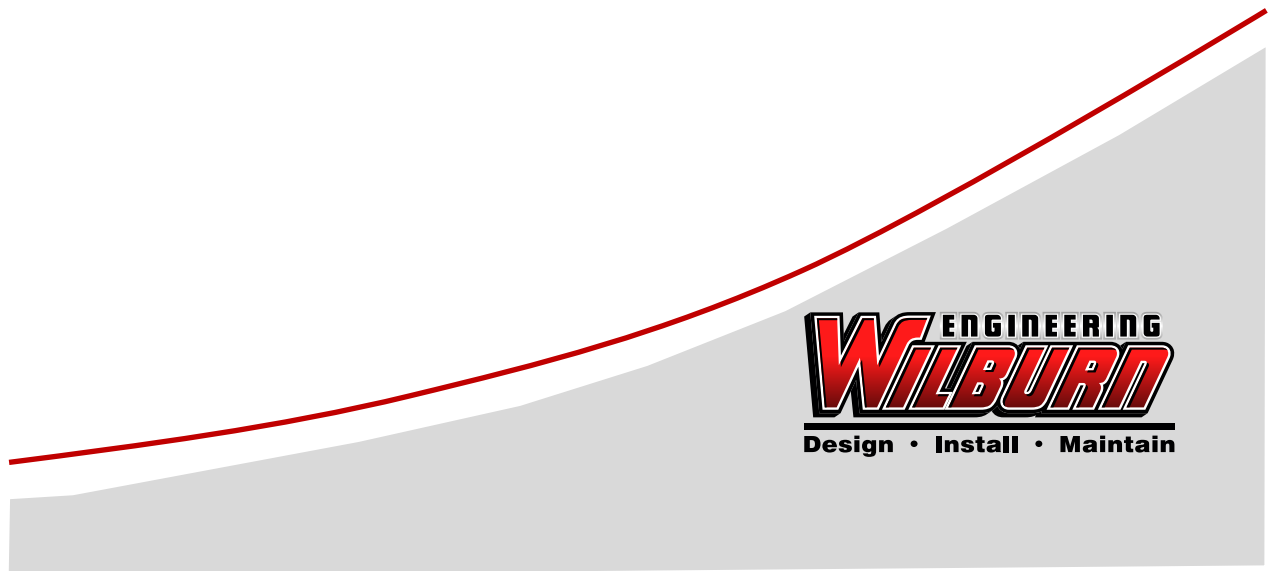
AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5151768	1/29/2015	COWETA	BROWN ST	WESLEY ST	0	0	Angle	Daylight	Dry	North	East	Straight	Straight		2 Following too Close	No Contributing Factors	Stop Sign	Lanes
5307885	5/29/2015	COWETA	WESLEY ST		1	0	Rear End	DarkLighted	Dry	East	East	Straight	Straight		2 Other	Other	Lanes	Lanes
7188828	5/2/2019	COWETA	WESLEY STREET	BROWN STREET	0	0	Angle	Daylight	Dry	North	East	Turning Right	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes

MADISON ST & BROWN ST

AccidentNo	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
6337798	8/2/2017	COWETA	MADISON ST	BROWN ST	0	0	Sideswipe-Opposite Direction	Daylight	Dry	East	None	Backing	Parked	2	Improper Backing	No Contributing Factors	Lanes	Lanes
7062884	1/27/2019	COWETA	MADISON STREET	BROWN STREET	0	0	Rear End	Daylight	Dry	West	None	Entering/Leaving Parking	Parked	3	Misjudged Clearance,Improper Backing	No Contributing Factors	No Control Present	No Control Present
7138231	3/23/2019	COWETA	MADISON STREET	BROWN STREET	0	0	Sideswipe-Same Direction	Daylight	Dry	West	None	Turning Right	Parked	2	Improper Turn	No Contributing Factors	Lanes	Lanes

APPENDIX C

CAPACITY ANALYSIS - EXISTING CONDITIONS



3: Jackson St & Madison St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	15	3	5	37	0	0	0	0	72	727	51
Future Volume (veh/h)	0	15	3	5	37	0	0	0	0	72	727	51
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1856	1900
Adj Flow Rate, veh/h	0	15	3	5	38	0				73	742	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	3	0
Cap, veh/h	0	117	23	62	133	0				225	2398	176
Arrive On Green	0.00	0.08	0.08	0.08	0.08	0.00				0.77	0.77	0.77
Sat Flow, veh/h	0	1537	307	113	1748	0				294	3131	230
Grp Volume(v), veh/h	0	0	18	43	0	0				457	0	410
Grp Sat Flow(s),veh/h/ln	0	0	1845	1861	0	0				1841	0	1814
Q Serve(g_s), s	0.0	0.0	0.7	0.0	0.0	0.0				5.9	0.0	5.2
Cycle Q Clear(g_c), s	0.0	0.0	0.7	1.6	0.0	0.0				5.9	0.0	5.2
Prop In Lane	0.00		0.17	0.12		0.00				0.16		0.13
Lane Grp Cap(c), veh/h	0	0	141	195	0	0				1410	0	1389
V/C Ratio(X)	0.00	0.00	0.13	0.22	0.00	0.00				0.32	0.00	0.30
Avail Cap(c_a), veh/h	0	0	583	633	0	0				1410	0	1389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	0.98	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	32.7	33.2	0.0	0.0				2.8	0.0	2.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.0				0.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.6	1.4	0.0	0.0				2.4	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	32.9	33.4	0.0	0.0				3.4	0.0	3.2
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		18			43						867	
Approach Delay, s/veh		32.9			33.4						3.3	
Approach LOS		C			C						A	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		64.2		11.8				11.8				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		40.0		24.0				24.0				
Max Q Clear Time (g_c+l1), s		7.9		2.7				3.6				
Green Ext Time (p_c), s		12.4		0.0				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			5.3									
HCM 6th LOS			A									

6: Jefferson St & Madison St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰↱				
Traffic Volume (veh/h)	13	74	0	0	17	34	25	687	16	0	0	0
Future Volume (veh/h)	13	74	0	0	17	34	25	687	16	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1781	1900	0	0	1900	1900	1900	1885	1900			
Adj Flow Rate, veh/h	15	83	0	0	19	38	28	772	18			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	8	0	0	0	0	0	0	1	0			
Cap, veh/h	71	169	0	0	57	115	65	1863	46			
Arrive On Green	0.20	0.20	0.00	0.00	0.10	0.10	0.53	0.53	0.53			
Sat Flow, veh/h	165	1671	0	0	565	1131	123	3540	87			
Grp Volume(v), veh/h	98	0	0	0	0	57	429	0	389			
Grp Sat Flow(s),veh/h/ln	1836	0	0	0	0	1696	1879	0	1870			
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	2.4	10.7	0.0	9.4			
Cycle Q Clear(g_c), s	3.5	0.0	0.0	0.0	0.0	2.4	10.7	0.0	9.4			
Prop In Lane	0.15		0.00	0.00		0.67	0.07		0.05			
Lane Grp Cap(c), veh/h	241	0	0	0	0	172	989	0	984			
V/C Ratio(X)	0.41	0.00	0.00	0.00	0.00	0.33	0.43	0.00	0.40			
Avail Cap(c_a), veh/h	625	0	0	0	0	536	989	0	984			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.6	0.0	0.0	0.0	0.0	31.8	11.1	0.0	10.8			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.4	1.4	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.7	0.0	0.0	0.0	0.0	1.8	7.6	0.0	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	0.0	0.0	0.0	32.2	12.4	0.0	12.0			
LnGrp LOS	C	A	A	A	A	C	B	A	B			
Approach Vol, veh/h	98					57		818				
Approach Delay, s/veh	29.0					32.2		12.2				
Approach LOS	C					C		B				
Timer - Assigned Phs												
				4		6		8				
Phs Duration (G+Y+Rc), s				13.7		46.0		13.7				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				24.0		40.0		24.0				
Max Q Clear Time (g_c+I1), s				5.5		12.7		4.4				
Green Ext Time (p_c), s				0.3		10.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

9: Jackson St & Wesley St

Existing Conditions

AM Peak Hour

Intersection													
Int Delay, s/veh	1.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔					↔↔			
Traffic Vol, veh/h	0	45	8	2	3	0	0	0	0	20	840	25	
Future Vol, veh/h	0	45	8	2	3	0	0	0	0	20	840	25	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	3	0	
Mvmt Flow	0	48	9	2	3	0	0	0	0	22	903	27	
Major/Minor	Minor2		Minor1				Major2						
Conflicting Flow All	-	961	465	520	974	-	0			0	0		
Stage 1	-	961	-	0	0	-	-			-	-	-	
Stage 2	-	0	-	520	974	-	-			-	-	-	
Critical Hdwy	-	6.5	6.9	7.5	6.5	-	4.1			-	-		
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-			-	-	-	
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-			-	-	-	
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.2			-	-		
Pot Cap-1 Maneuver	0	258	550	444	254	0	-			-	-	-	
Stage 1	0	337	-	-	-	0	-			-	-	-	
Stage 2	0	-	-	512	333	0	-			-	-	-	
Platoon blocked, %											-	-	
Mov Cap-1 Maneuver	-	258	550	374	254	-	-			-	-	-	
Mov Cap-2 Maneuver	-	258	-	374	254	-	-			-	-	-	
Stage 1	-	337	-	-	-	-	-			-	-	-	
Stage 2	-	-	-	432	333	-	-			-	-	-	
Approach	EB		WB				SB						
HCM Control Delay, s	21.1		17.6										
HCM LOS	C		C										
Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR								
Capacity (veh/h)	280 291		-	-	-								
HCM Lane V/C Ratio	0.204 0.018		-	-	-								
HCM Control Delay (s)	21.1 17.6		-	-	-								
HCM Lane LOS	C C		-	-	-								
HCM 95th %tile Q(veh)	0.7 0.1		-	-	-								

10: Jefferson St & Wesley St

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	65	0	5	729	0	0
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Future Vol, veh/h	65	0	5	729	0	0
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	16965	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	0	0	0	4	0	0
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Mvmt Flow	68	0	5	767	0	0
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Major/Minor	Minor2	Major1
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Conflicting Flow All	394	- 0 0
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Stage 1	0	- - -
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Stage 2	394	- - -
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Critical Hdwy	6.8	- 4.1 -
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Critical Hdwy Stg 1	-	- - -
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Critical Hdwy Stg 2	5.8	- - -
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Follow-up Hdwy	3.5	- 2.2 -
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Pot Cap-1 Maneuver	588	0 - -
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Stage 1	-	0 - -
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Stage 2	656	0 - -
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Platoon blocked, %		-
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Mov Cap-1 Maneuver	588	- - -
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Mov Cap-2 Maneuver	588	- - -
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Stage 1	-	- - -
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Stage 2	656	- - -
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Approach	EB	NB
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HCM Control Delay, s	11.9
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HCM LOS	B
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Minor Lane/Major Mvmt	NBL	NBT EBLn1
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Capacity (veh/h)	-	- 588
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HCM Lane V/C Ratio	-	- 0.116
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HCM Control Delay (s)	-	- 11.9
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HCM Lane LOS	-	- B
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HCM 95th %tile Q(veh)	-	- 0.4
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13: Jefferson St & Posey Pl



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰			↱↱		
Traffic Volume (veh/h)	218	0	0	794	0	0
Future Volume (veh/h)	218	0	0	794	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	0	0	1841		
Adj Flow Rate, veh/h	237	0	0	863		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	0	4		
Cap, veh/h	0	0	0	1749		
Arrive On Green	0.00	0.00	0.00	0.50		
Sat Flow, veh/h	0		0	3681		
Grp Volume(v), veh/h	0.0		0	863		
Grp Sat Flow(s), veh/h/ln			0	1749		
Q Serve(g_s), s			0.0	8.8		
Cycle Q Clear(g_c), s			0.0	8.8		
Prop In Lane			0.00			
Lane Grp Cap(c), veh/h			0	1749		
V/C Ratio(X)			0.00	0.49		
Avail Cap(c_a), veh/h			0	1749		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			0.00	1.00		
Uniform Delay (d), s/veh			0.0	9.0		
Incr Delay (d2), s/veh			0.0	1.0		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(95%),veh/ln			0.0	4.9		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	10.0		
LnGrp LOS			A	A		
Approach Vol, veh/h				863		
Approach Delay, s/veh				10.0		
Approach LOS				A		
Timer - Assigned Phs				6		
Phs Duration (G+Y+Rc), s				33.0		
Change Period (Y+Rc), s				6.0		
Max Green Setting (Gmax), s				27.0		
Max Q Clear Time (g_c+I1), s				10.8		
Green Ext Time (p_c), s				8.8		
Intersection Summary						
HCM 6th Ctrl Delay			10.0			
HCM 6th LOS			A			

14: Jackson St & Temple Ave

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations

Traffic Vol, veh/h 0 40 0 0 1063 12

Future Vol, veh/h 0 40 0 0 1063 12

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Stop Stop Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 16974 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 0 0 0 3 0

Mvmt Flow 0 43 0 0 1155 13

Major/Minor	Minor2	Major2
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Conflicting Flow All - 584 - 0

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - 6.9 - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - 3.3 - -

Pot Cap-1 Maneuver 0 460 - -

Stage 1 0 - - -

Stage 2 0 - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - 460 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach	EB	SB
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HCM Control Delay, s 13.6 0

HCM LOS B

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
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Capacity (veh/h) 460 - -

HCM Lane V/C Ratio 0.095 - -

HCM Control Delay (s) 13.6 - -

HCM Lane LOS B - -

HCM 95th %tile Q(veh) 0.3 - -

16: College St & Temple Ave

Existing Conditions

AM Peak Hour

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	24	76	8	4	0	16	36	12	4	8	0
Future Vol, veh/h	4	24	76	8	4	0	16	36	12	4	8	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	50	0	0	0	11	0	0	0	0
Mvmt Flow	4	26	83	9	4	0	17	39	13	4	9	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	8.3	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	4%	67%	33%
Vol Thru, %	56%	23%	33%	67%
Vol Right, %	19%	73%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	104	12	12
LT Vol	16	4	8	4
Through Vol	36	24	4	8
RT Vol	12	76	0	0
Lane Flow Rate	70	113	13	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.079	0.114	0.019	0.015
Departure Headway (Hd)	4.067	3.624	5.117	4.24
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	877	983	697	838
Service Time	2.11	1.668	3.169	2.297
HCM Lane V/C Ratio	0.08	0.115	0.019	0.016
HCM Control Delay	7.5	7.1	8.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.1	0

19: College St & Wesley St

Existing Conditions

AM Peak Hour

Intersection

Intersection Delay, s/veh 7.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	20	4	0	24	0	0	60	20	28	64	0
Future Vol, veh/h	4	20	4	0	24	0	0	60	20	28	64	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	22	4	0	26	0	0	65	22	30	70	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.5	7.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	14%	0%	30%
Vol Thru, %	75%	71%	100%	70%
Vol Right, %	25%	14%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	28	24	92
LT Vol	0	4	0	28
Through Vol	60	20	24	64
RT Vol	20	4	0	0
Lane Flow Rate	87	30	26	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.035	0.031	0.115
Departure Headway (Hd)	3.923	4.184	4.245	4.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	842	830	864
Service Time	1.977	2.276	2.337	2.172
HCM Lane V/C Ratio	0.096	0.036	0.031	0.116
HCM Control Delay	7.4	7.4	7.5	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.4

3: Jackson St & Madison St

Existing Conditions

MD Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	19	7	16	30	0	0	0	0	78	791	44
Future Volume (veh/h)	0	19	7	16	30	0	0	0	0	78	791	44
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1870	1885	1900
Adj Flow Rate, veh/h	0	21	8	18	34	0				88	889	49
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0				2	1	0
Cap, veh/h	0	109	42	94	113	0				234	2476	143
Arrive On Green	0.00	0.08	0.08	0.08	0.08	0.00				0.77	0.77	0.77
Sat Flow, veh/h	0	1311	499	400	1358	0				305	3230	187
Grp Volume(v), veh/h	0	0	29	52	0	0				540	0	486
Grp Sat Flow(s),veh/h/ln	0	0	1810	1758	0	0				1870	0	1852
Q Serve(g_s), s	0.0	0.0	1.2	0.0	0.0	0.0				7.6	0.0	6.7
Cycle Q Clear(g_c), s	0.0	0.0	1.2	2.1	0.0	0.0				7.6	0.0	6.7
Prop In Lane	0.00		0.28	0.35		0.00				0.16		0.10
Lane Grp Cap(c), veh/h	0	0	151	207	0	0				1433	0	1419
V/C Ratio(X)	0.00	0.00	0.19	0.25	0.00	0.00				0.38	0.00	0.34
Avail Cap(c_a), veh/h	0	0	362	405	0	0				1433	0	1419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	0.00	1.00	0.92	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	34.1	34.5	0.0	0.0				3.1	0.0	3.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.0				0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.0	1.7	0.0	0.0				3.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	34.4	34.8	0.0	0.0				3.8	0.0	3.6
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		29			52						1026	
Approach Delay, s/veh		34.4			34.8						3.7	
Approach LOS		C			C						A	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		67.3		12.7				12.7				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		52.0		16.0				16.0				
Max Q Clear Time (g_c+l1), s		9.6		3.2				4.1				
Green Ext Time (p_c), s		17.3		0.0				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

6: Jefferson St & Madison St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕				
Traffic Volume (veh/h)	41	56	0	0	24	90	22	778	18	0	0	0
Future Volume (veh/h)	41	56	0	0	24	90	22	778	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1885	1900			
Adj Flow Rate, veh/h	45	62	0	0	26	99	24	855	20			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0			
Cap, veh/h	103	109	0	0	45	170	51	1917	47			
Arrive On Green	0.13	0.13	0.00	0.00	0.13	0.13	0.54	0.54	0.54			
Sat Flow, veh/h	300	849	0	0	346	1317	96	3567	88			
Grp Volume(v), veh/h	107	0	0	0	0	125	472	0	427			
Grp Sat Flow(s),veh/h/ln	149	0	0	0	0	1663	1880	0	1869			
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	5.7	12.4	0.0	11.0			
Cycle Q Clear(g_c), s	8.1	0.0	0.0	0.0	0.0	5.7	12.4	0.0	11.0			
Prop In Lane	0.42		0.00	0.00		0.79	0.05		0.05			
Lane Grp Cap(c), veh/h	212	0	0	0	0	214	1011	0	1005			
V/C Ratio(X)	0.50	0.00	0.00	0.00	0.00	0.58	0.47	0.00	0.42			
Avail Cap(c_a), veh/h	503	0	0	0	0	520	1011	0	1005			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.99	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.6	0.0	0.0	0.0	0.0	32.8	11.4	0.0	11.1			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.9	1.6	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	0.0	0.0	4.2	8.6	0.0	7.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	0.0	0.0	33.8	13.0	0.0	12.4			
LnGrp LOS	C	A	A	A	A	C	B	A	B			
Approach Vol, veh/h		107			125			899				
Approach Delay, s/veh		34.3			33.8			12.7				
Approach LOS		C			C			B				
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				16.3		49.0		16.3				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s				10.1		14.4		7.7				
Green Ext Time (p_c), s				0.3		12.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			17.1									
HCM 6th LOS			B									

9: Jackson St & Wesley St

Existing Conditions

MD Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱					↱↲		
Traffic Vol, veh/h	0	28	5	3	14	0	0	0	0	22	905	35
Future Vol, veh/h	0	28	5	3	14	0	0	0	0	22	905	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	0	29	5	3	14	0	0	0	0	23	933	36
Major/Minor	Minor2		Minor1				Major2					
Conflicting Flow All	-	997	485	527	1015	-				0	0	0
Stage 1	-	997	-	0	0	-				-	-	-
Stage 2	-	0	-	527	1015	-				-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-				4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-				-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-				2.2	-	-
Pot Cap-1 Maneuver	0	246	533	438	240	0				-	-	-
Stage 1	0	325	-	-	-	0				-	-	-
Stage 2	0	-	-	508	318	0				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	-	246	533	395	240	-				-	-	-
Mov Cap-2 Maneuver	-	246	-	395	240	-				-	-	-
Stage 1	-	325	-	-	-	-				-	-	-
Stage 2	-	-	-	458	318	-				-	-	-
Approach	EB		WB				SB					
HCM Control Delay, s	20.4		20									
HCM LOS	C		C									
Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR							
Capacity (veh/h)	268 258		-	-	-							
HCM Lane V/C Ratio	0.127 0.068		-	-	-							
HCM Control Delay (s)	20.4 20		-	-	-							
HCM Lane LOS	C C		-	-	-							
HCM 95th %tile Q(veh)	0.4 0.2		-	-	-							

10: Jefferson St & Wesley St

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	50	0	17	892	0	0
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Future Vol, veh/h	50	0	17	892	0	0
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	16965	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	90	90	90	90	90	90
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Heavy Vehicles, %	0	0	7	4	0	0
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Mvmt Flow	56	0	19	991	0	0
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Major/Minor	Minor2	Major1
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Conflicting Flow All	534	- 0 0
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Stage 1	0	- - -
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Stage 2	534	- - -
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Critical Hdwy	6.8	- 4.24 -
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Critical Hdwy Stg 1	-	- - -
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Critical Hdwy Stg 2	5.8	- - -
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Follow-up Hdwy	3.5	- 2.27 -
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Pot Cap-1 Maneuver	481	0 - -
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Stage 1	-	0 - -
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Stage 2	558	0 - -
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Platoon blocked, %		-
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Mov Cap-1 Maneuver	481	- - -
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Mov Cap-2 Maneuver	481	- - -
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Stage 1	-	- - -
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Stage 2	558	- - -
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Approach	EB	NB
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HCM Control Delay, s	13.5	
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HCM LOS	B	
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Minor Lane/Major Mvmt	NBL	NBT EBLn1
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Capacity (veh/h)	-	- 481
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HCM Lane V/C Ratio	-	- 0.116
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HCM Control Delay (s)	-	- 13.5
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HCM Lane LOS	-	- B
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HCM 95th %tile Q(veh)	-	- 0.4
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13: Jefferson St & Posey Pl



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰			↱↱		
Traffic Volume (veh/h)	276	0	0	942	0	0
Future Volume (veh/h)	276	0	0	942	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1885	0	0	1885		
Adj Flow Rate, veh/h	300	0	0	1024		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	1	0	0	1		
Cap, veh/h	0	0	0	1914		
Arrive On Green	0.00	0.00	0.00	0.53		
Sat Flow, veh/h	0		0	3770		
Grp Volume(v), veh/h	0.0		0	1024		
Grp Sat Flow(s), veh/h/ln			0	1791		
Q Serve(g_s), s			0.0	10.8		
Cycle Q Clear(g_c), s			0.0	10.8		
Prop In Lane			0.00			
Lane Grp Cap(c), veh/h			0	1914		
V/C Ratio(X)			0.00	0.53		
Avail Cap(c_a), veh/h			0	1914		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			0.00	1.00		
Uniform Delay (d), s/veh			0.0	8.8		
Incr Delay (d2), s/veh			0.0	1.1		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(95%),veh/ln			0.0	6.2		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	9.9		
LnGrp LOS			A	A		
Approach Vol, veh/h				1024		
Approach Delay, s/veh				9.9		
Approach LOS				A		
Timer - Assigned Phs				6		
Phs Duration (G+Y+Rc), s				37.0		
Change Period (Y+Rc), s				6.0		
Max Green Setting (Gmax), s				31.0		
Max Q Clear Time (g_c+I1), s				12.8		
Green Ext Time (p_c), s				11.1		
Intersection Summary						
HCM 6th Ctrl Delay			9.9			
HCM 6th LOS			A			

14: Jackson St & Temple Ave

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations

Traffic Vol, veh/h 0 44 0 0 1194 16

Future Vol, veh/h 0 44 0 0 1194 16

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Stop Stop Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 16974 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 0 0 0 1 0

Mvmt Flow 0 48 0 0 1298 17

Major/Minor	Minor2	Major2
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Conflicting Flow All - 658 - 0

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - 6.9 - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - 3.3 - -

Pot Cap-1 Maneuver 0 412 - -

Stage 1 0 - - -

Stage 2 0 - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - 412 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach	EB	SB
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HCM Control Delay, s 14.9 0

HCM LOS B

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
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Capacity (veh/h) 412 - -

HCM Lane V/C Ratio 0.116 - -

HCM Control Delay (s) 14.9 - -

HCM Lane LOS B - -

HCM 95th %tile Q(veh) 0.4 - -

16: College St & Temple Ave

Existing Conditions

MD Peak Hour

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	44	32	0	12	4	20	52	0	0	16	0
Future Vol, veh/h	0	44	32	0	12	4	20	52	0	0	16	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	48	35	0	13	4	22	57	0	0	17	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.1	7.6	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	0%	0%	0%
Vol Thru, %	72%	58%	75%	100%
Vol Right, %	0%	42%	25%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	76	16	16
LT Vol	20	0	0	0
Through Vol	52	44	12	16
RT Vol	0	32	4	0
Lane Flow Rate	78	83	17	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.09	0.088	0.019	0.02
Departure Headway (Hd)	4.14	3.826	3.979	4.133
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	929	891	860
Service Time	2.182	1.878	2.042	2.188
HCM Lane V/C Ratio	0.09	0.089	0.019	0.02
HCM Control Delay	7.6	7.3	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.1	0.1

19: College St & Wesley St

Existing Conditions

MD Peak Hour

Intersection

Intersection Delay, s/veh 7.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	20	4	8	32	8	16	60	8	4	44	0
Future Vol, veh/h	4	20	4	8	32	8	16	60	8	4	44	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	25	0	0	0	0	0
Mvmt Flow	4	22	4	9	35	9	17	65	9	4	48	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.5	8.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	14%	17%	8%
Vol Thru, %	71%	71%	67%	92%
Vol Right, %	10%	14%	17%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	28	48	48
LT Vol	16	4	8	4
Through Vol	60	20	32	44
RT Vol	8	4	8	0
Lane Flow Rate	91	30	52	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.036	0.059	0.06
Departure Headway (Hd)	4.489	4.233	4.104	4.129
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	851	858	858
Service Time	2.544	2.233	2.202	2.201
HCM Lane V/C Ratio	0.115	0.035	0.061	0.061
HCM Control Delay	8.1	7.4	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.2

3: Jackson St & Madison St

Existing Conditions

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱						↰↱	
Traffic Volume (veh/h)	0	18	4	14	25	0	0	0	0	46	938	13
Future Volume (veh/h)	0	18	4	14	25	0	0	0	0	46	938	13
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1885	1900
Adj Flow Rate, veh/h	0	19	4	15	27	0				49	1009	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0				0	1	0
Cap, veh/h	0	115	24	90	102	0				128	2753	40
Arrive On Green	0.00	0.08	0.08	0.08	0.08	0.00				0.78	0.78	0.78
Sat Flow, veh/h	0	1522	320	409	1349	0				164	3538	51
Grp Volume(v), veh/h	0	0	23	42	0	0				561	0	511
Grp Sat Flow(s),veh/h/ln	0	0	1842	1758	0	0				1877	0	1876
Q Serve(g_s), s	0.0	0.0	1.0	0.0	0.0	0.0				7.8	0.0	6.8
Cycle Q Clear(g_c), s	0.0	0.0	1.0	1.7	0.0	0.0				7.8	0.0	6.8
Prop In Lane	0.00		0.17	0.36		0.00				0.09		0.03
Lane Grp Cap(c), veh/h	0	0	139	192	0	0				1461	0	1460
V/C Ratio(X)	0.00	0.00	0.17	0.22	0.00	0.00				0.38	0.00	0.35
Avail Cap(c_a), veh/h	0	0	359	395	0	0				1461	0	1460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.88	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.5	35.8	0.0	0.0				2.9	0.0	2.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.0				0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.8	1.4	0.0	0.0				3.3	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	35.7	36.0	0.0	0.0				3.6	0.0	3.4
LnGrp LOS	A	A	D	D	A	A				A	A	A
Approach Vol, veh/h		23			42						1072	
Approach Delay, s/veh		35.7			36.0						3.5	
Approach LOS		D			D						A	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		69.8		12.2				12.2				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		54.0		16.0				16.0				
Max Q Clear Time (g_c+I1), s		9.8		3.0				3.7				
Green Ext Time (p_c), s		18.7		0.0				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									

6: Jefferson St & Madison St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↰			↰↱				
Traffic Volume (veh/h)	31	33	0	0	15	74	24	838	13	0	0	0
Future Volume (veh/h)	31	33	0	0	15	74	24	838	13	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1885	1900			
Adj Flow Rate, veh/h	40	42	0	0	19	95	31	1074	17			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0			
Cap, veh/h	101	84	0	0	31	156	47	1710	28			
Arrive On Green	0.11	0.11	0.00	0.00	0.11	0.11	0.48	0.48	0.48			
Sat Flow, veh/h	318	744	0	0	275	1377	99	3596	60			
Grp Volume(v), veh/h	82	0	0	0	0	114	588	0	534			
Grp Sat Flow(s),veh/h/ln	1062	0	0	0	0	1652	1880	0	1874			
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	5.4	19.6	0.0	17.1			
Cycle Q Clear(g_c), s	7.2	0.0	0.0	0.0	0.0	5.4	19.6	0.0	17.1			
Prop In Lane	0.49		0.00	0.00		0.83	0.05		0.03			
Lane Grp Cap(c), veh/h	186	0	0	0	0	187	894	0	891			
V/C Ratio(X)	0.44	0.00	0.00	0.00	0.00	0.61	0.66	0.00	0.60			
Avail Cap(c_a), veh/h	596	0	0	0	0	625	894	0	891			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.0	0.0	0.0	0.0	0.0	34.6	16.4	0.0	15.8			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	1.2	3.8	0.0	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.9	0.0	0.0	0.0	0.0	4.0	13.3	0.0	11.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	0.0	0.0	0.0	0.0	35.8	20.2	0.0	18.7			
LnGrp LOS	D	A	A	A	A	D	C	A	B			
Approach Vol, veh/h		82			114			1122				
Approach Delay, s/veh		35.7			35.8			19.5				
Approach LOS		D			D			B				
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				15.3		45.0		15.3				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				31.0		39.0		31.0				
Max Q Clear Time (g_c+I1), s				9.2		21.6		7.4				
Green Ext Time (p_c), s				0.3		11.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			21.9									
HCM 6th LOS			C									

9: Jackson St & Wesley St

Existing Conditions

PM Peak Hour

Intersection													
Int Delay, s/veh	1.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	26	12	10	8	0	0	0	0	7	975	64	
Future Vol, veh/h	0	26	12	10	8	0	0	0	0	7	975	64	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0	
Mvmt Flow	0	28	13	11	9	0	0	0	0	8	1048	69	
Major/Minor	Minor2		Minor1				Major2						
Conflicting Flow All	-	1099	559	554	1133	-					0	0	0
Stage 1	-	1099	-	0	0	-					-	-	-
Stage 2	-	0	-	554	1133	-					-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-					4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-					-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-					-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-					2.2	-	-
Pot Cap-1 Maneuver	0	214	478	419	205	0					-	-	-
Stage 1	0	291	-	-	-	0					-	-	-
Stage 2	0	-	-	489	280	0					-	-	-
Platoon blocked, %											-	-	
Mov Cap-1 Maneuver	-	214	478	367	205	-					-	-	-
Mov Cap-2 Maneuver	-	214	-	367	205	-					-	-	-
Stage 1	-	291	-	-	-	-					-	-	-
Stage 2	-	-	-	430	280	-					-	-	-
Approach	EB		WB				SB						
HCM Control Delay, s	21.5		19.2										
HCM LOS	C		C										
Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR								
Capacity (veh/h)	259 272		-	-	-								
HCM Lane V/C Ratio	0.158 0.071		-	-	-								
HCM Control Delay (s)	21.5 19.2		-	-	-								
HCM Lane LOS	C C		-	-	-								
HCM 95th %tile Q(veh)	0.6 0.2		-	-	-								

10: Jefferson St & Wesley St

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	33	0	18	925	0	0
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Future Vol, veh/h	33	0	18	925	0	0
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	16965	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	78	78	78	78	78	78
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Heavy Vehicles, %	0	0	0	1	0	0
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Mvmt Flow	42	0	23	1186	0	0
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Major/Minor	Minor2	Major1
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Conflicting Flow All	639	- 0 0
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Stage 1	0	- - -
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Stage 2	639	- - -
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Critical Hdwy	6.8	- 4.1 -
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Critical Hdwy Stg 1	-	- - -
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Critical Hdwy Stg 2	5.8	- - -
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Follow-up Hdwy	3.5	- 2.2 -
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Pot Cap-1 Maneuver	413	0 - -
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Stage 1	-	0 - -
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Stage 2	493	0 - -
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Platoon blocked, %		-
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Mov Cap-1 Maneuver	413	- - -
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Mov Cap-2 Maneuver	413	- - -
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Stage 1	-	- - -
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Stage 2	493	- - -
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Approach	EB	NB
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HCM Control Delay, s	14.7
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HCM LOS	B
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1
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Capacity (veh/h)	-	-	413
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HCM Lane V/C Ratio	-	-	0.102
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HCM Control Delay (s)	-	-	14.7
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HCM Lane LOS	-	-	B
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HCM 95th %tile Q(veh)	-	-	0.3
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13: Jefferson St & Posey Pl



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LT	RT	LT	LT	LT	RT
Traffic Volume (veh/h)	248	0	0	958	0	0
Future Volume (veh/h)	248	0	0	958	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	0	0	1885		
Adj Flow Rate, veh/h	270	0	0	1041		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	0	1		
Cap, veh/h	0	0	0	1672		
Arrive On Green	0.00	0.00	0.00	0.47		
Sat Flow, veh/h	0		0	3770		
Grp Volume(v), veh/h	0.0		0	1041		
Grp Sat Flow(s), veh/h/ln			0	1791		
Q Serve(g_s), s			0.0	13.1		
Cycle Q Clear(g_c), s			0.0	13.1		
Prop In Lane			0.00			
Lane Grp Cap(c), veh/h			0	1672		
V/C Ratio(X)			0.00	0.62		
Avail Cap(c_a), veh/h			0	1672		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			0.00	1.00		
Uniform Delay (d), s/veh			0.0	12.0		
Incr Delay (d2), s/veh			0.0	1.8		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(95%),veh/ln			0.0	8.2		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	13.8		
LnGrp LOS			A	B		
Approach Vol, veh/h				1041		
Approach Delay, s/veh				13.8		
Approach LOS				B		
Timer - Assigned Phs				6		
Phs Duration (G+Y+Rc), s				34.0		
Change Period (Y+Rc), s				6.0		
Max Green Setting (Gmax), s				28.0		
Max Q Clear Time (g_c+I1), s				15.1		
Green Ext Time (p_c), s				8.7		
Intersection Summary						
HCM 6th Ctrl Delay			13.8			
HCM 6th LOS			B			

14: Jackson St & Temple Ave

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations 

Traffic Vol, veh/h 0 76 0 0 1218 36

Future Vol, veh/h 0 76 0 0 1218 36

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Stop Stop Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 16974 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 0 0 0 1 0

Mvmt Flow 0 83 0 0 1324 39

Major/Minor	Minor2	Major2
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Conflicting Flow All - 682 - 0

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - 6.9 - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - 3.3 - -

Pot Cap-1 Maneuver 0 397 - -

Stage 1 0 - - -

Stage 2 0 - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - 397 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach	EB	SB
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HCM Control Delay, s 16.4 0

HCM LOS C

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
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Capacity (veh/h) 397 - -

HCM Lane V/C Ratio 0.208 - -

HCM Control Delay (s) 16.4 - -

HCM Lane LOS C - -

HCM 95th %tile Q(veh) 0.8 - -

16: College St & Temple Ave

Existing Conditions

PM Peak Hour

Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	60	44	20	12	4	20	88	12	4	24	0
Future Vol, veh/h	8	60	44	20	12	4	20	88	12	4	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	65	48	22	13	4	22	96	13	4	26	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.7	8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	7%	56%	14%
Vol Thru, %	73%	54%	33%	86%
Vol Right, %	10%	39%	11%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	112	36	28
LT Vol	20	8	20	4
Through Vol	88	60	12	24
RT Vol	12	44	4	0
Lane Flow Rate	130	122	39	30
Geometry Grp	1	1	1	1
Degree of Util (X)	0.151	0.135	0.048	0.037
Departure Headway (Hd)	4.175	3.987	4.432	4.42
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	883	813	814
Service Time	2.261	2.087	2.433	2.422
HCM Lane V/C Ratio	0.153	0.138	0.048	0.037
HCM Control Delay	8	7.7	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.2	0.1

19: College St & Wesley St

Existing Conditions

PM Peak Hour

Intersection

Intersection Delay, s/veh 7.9

Intersection LOS A

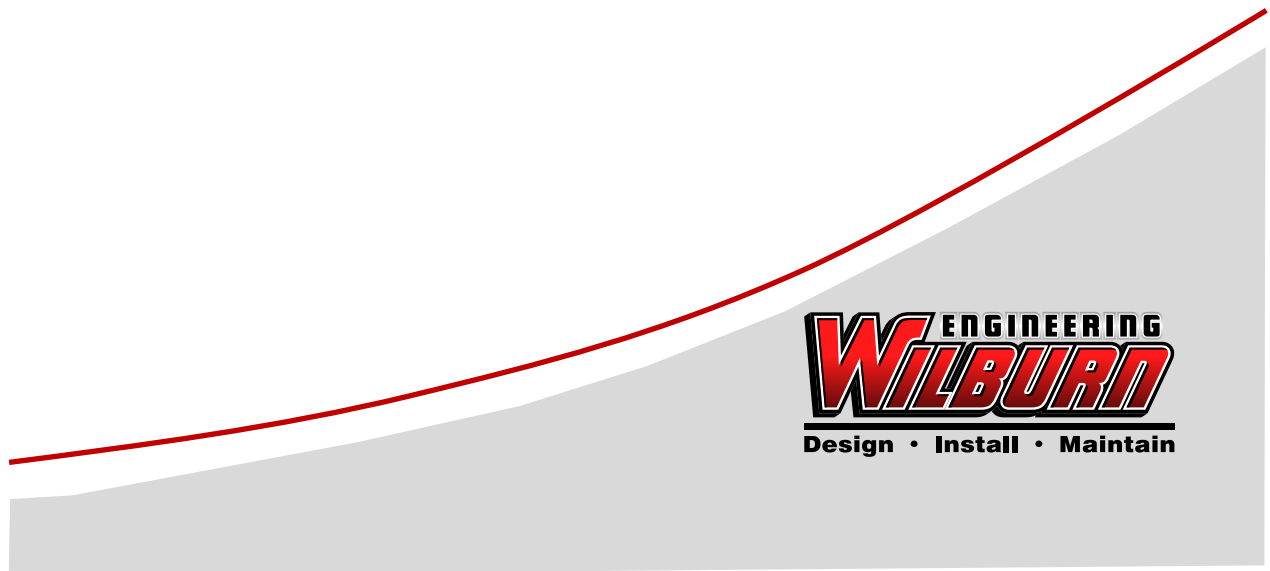
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	0	4	48	12	24	108	28	16	68	4
Future Vol, veh/h	0	16	0	4	48	12	24	108	28	16	68	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	0	4	52	13	26	117	30	17	74	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.8	8.1	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	0%	6%	18%
Vol Thru, %	68%	100%	75%	77%
Vol Right, %	17%	0%	19%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	16	64	88
LT Vol	24	0	4	16
Through Vol	108	16	48	68
RT Vol	28	0	12	4
Lane Flow Rate	174	17	70	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.022	0.085	0.111
Departure Headway (Hd)	4.049	4.569	4.407	4.194
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	788	818	841
Service Time	2.131	2.571	2.408	2.29
HCM Lane V/C Ratio	0.199	0.022	0.086	0.114
HCM Control Delay	8.1	7.7	7.8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0.3	0.4

APPENDIX D

CAPACITY ANALYSIS - PROJECTED CONDITIONS



3: Jackson St & Madison St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	15	3	5	37	0	0	0	0	118	727	51
Future Volume (veh/h)	0	15	3	5	37	0	0	0	0	118	727	51
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1856	1900
Adj Flow Rate, veh/h	0	15	3	5	38	0				120	742	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0				0	3	0
Cap, veh/h	0	117	23	62	133	0				350	2277	167
Arrive On Green	0.00	0.08	0.08	0.08	0.08	0.00				0.77	0.77	0.77
Sat Flow, veh/h	0	1537	307	113	1748	0				458	2973	218
Grp Volume(v), veh/h	0	0	18	43	0	0				481	0	433
Grp Sat Flow(s),veh/h/ln	0	0	1845	1861	0	0				1833	0	1816
Q Serve(g_s), s	0.0	0.0	0.7	0.0	0.0	0.0				6.3	0.0	5.6
Cycle Q Clear(g_c), s	0.0	0.0	0.7	1.6	0.0	0.0				6.3	0.0	5.6
Prop In Lane	0.00		0.17	0.12		0.00				0.25		0.12
Lane Grp Cap(c), veh/h	0	0	141	195	0	0				1404	0	1391
V/C Ratio(X)	0.00	0.00	0.13	0.22	0.00	0.00				0.34	0.00	0.31
Avail Cap(c_a), veh/h	0	0	583	633	0	0				1404	0	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.99	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	32.7	33.2	0.0	0.0				2.8	0.0	2.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.0				0.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.6	1.4	0.0	0.0				2.6	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	32.9	33.4	0.0	0.0				3.5	0.0	3.3
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		18			43						914	
Approach Delay, s/veh		32.9			33.4						3.4	
Approach LOS		C			C						A	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		64.2		11.8				11.8				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		40.0		24.0				24.0				
Max Q Clear Time (g_c+I1), s		8.3		2.7				3.6				
Green Ext Time (p_c), s		13.2		0.0				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			5.3									
HCM 6th LOS			A									

6: Jefferson St & Madison St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕				
Traffic Volume (veh/h)	59	74	0	0	17	34	25	687	16	0	0	0
Future Volume (veh/h)	59	74	0	0	17	34	25	687	16	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1900	0	0	1900	1900	1900	1885	1900			
Adj Flow Rate, veh/h	66	83	0	0	19	38	28	772	18			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	8	0	0	0	0	0	0	1	0			
Cap, veh/h	137	120	0	0	72	143	65	1863	46			
Arrive On Green	0.25	0.25	0.00	0.00	0.13	0.13	0.53	0.53	0.53			
Sat Flow, veh/h	546	950	0	0	565	1131	123	3540	87			
Grp Volume(v), veh/h	149	0	0	0	0	57	429	0	389			
Grp Sat Flow(s),veh/h/ln	1495	0	0	0	0	1696	1879	0	1870			
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	2.3	10.7	0.0	9.4			
Cycle Q Clear(g_c), s	7.3	0.0	0.0	0.0	0.0	2.3	10.7	0.0	9.4			
Prop In Lane	0.44		0.00	0.00		0.67	0.07		0.05			
Lane Grp Cap(c), veh/h	258	0	0	0	0	215	989	0	984			
V/C Ratio(X)	0.58	0.00	0.00	0.00	0.00	0.27	0.43	0.00	0.40			
Avail Cap(c_a), veh/h	564	0	0	0	0	536	989	0	984			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.7	0.0	0.0	0.0	0.0	30.0	11.1	0.0	10.8			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.2	1.4	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	0.0	0.0	1.7	7.6	0.0	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	0.0	0.0	0.0	0.0	30.2	12.4	0.0	12.0			
LnGrp LOS	C	A	A	A	A	C	B	A	B			
Approach Vol, veh/h	149					57		818				
Approach Delay, s/veh	28.4					30.2		12.2				
Approach LOS	C					C		B				
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				15.6		46.0		15.6				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				24.0		40.0		24.0				
Max Q Clear Time (g_c+I1), s				9.3		12.7		4.3				
Green Ext Time (p_c), s				0.4		10.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	15.6											
HCM 6th LOS	B											

9: Jackson St & Wesley St

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↰		↰						↰↱	
Traffic Vol, veh/h	0	0	34	2	3	0	0	0	0	0	860	25
Future Vol, veh/h	0	0	34	2	3	0	0	0	0	0	860	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	3	0
Mvmt Flow	0	0	37	2	3	0	0	0	0	0	925	27
Major/Minor	Minor2		Minor1			Major2						
Conflicting Flow All	-	-	476	463	952	-	-	-	-	-	-	0
Stage 1	-	-	-	0	0	-	-	-	-	-	-	-
Stage 2	-	-	-	463	952	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	4	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	541	487	261	0	-	-	-	0	-	-
Stage 1	0	0	-	-	-	0	-	-	-	0	-	-
Stage 2	0	0	-	554	341	0	-	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	541	454	261	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	454	261	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	517	341	-	-	-	-	-	-	-
Approach	EB		WB			SB						
HCM Control Delay, s	12.1		16.7			0						
HCM LOS	B		C									
Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR								
Capacity (veh/h)	541 314		-	-								
HCM Lane V/C Ratio	0.068 0.017		-	-								
HCM Control Delay (s)	12.1 16.7		-	-								
HCM Lane LOS	B C		-	-								
HCM 95th %tile Q(veh)	0.2 0.1		-	-								

13: Jefferson St & Posey Pl



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LT	RT	LT	LT	RT	RT
Traffic Volume (veh/h)	237	0	0	775	0	0
Future Volume (veh/h)	237	0	0	775	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	0	0	1841		
Adj Flow Rate, veh/h	258	0	0	842		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	0	4		
Cap, veh/h	0	0	0	1749		
Arrive On Green	0.00	0.00	0.00	0.50		
Sat Flow, veh/h	0		0	3681		
Grp Volume(v), veh/h	0.0		0	842		
Grp Sat Flow(s),veh/h/ln			0	1749		
Q Serve(g_s), s			0.0	8.6		
Cycle Q Clear(g_c), s			0.0	8.6		
Prop In Lane			0.00			
Lane Grp Cap(c), veh/h			0	1749		
V/C Ratio(X)			0.00	0.48		
Avail Cap(c_a), veh/h			0	1749		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			0.00	1.00		
Uniform Delay (d), s/veh			0.0	8.9		
Incr Delay (d2), s/veh			0.0	1.0		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(95%),veh/ln			0.0	4.8		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	9.8		
LnGrp LOS			A	A		
Approach Vol, veh/h				842		
Approach Delay, s/veh				9.8		
Approach LOS				A		
Timer - Assigned Phs				6		
Phs Duration (G+Y+Rc), s				33.0		
Change Period (Y+Rc), s				6.0		
Max Green Setting (Gmax), s				27.0		
Max Q Clear Time (g_c+I1), s				10.6		
Green Ext Time (p_c), s				8.7		
Intersection Summary						
HCM 6th Ctrl Delay			9.8			
HCM 6th LOS			A			

14: Jackson St & Temple Ave

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations 

Traffic Vol, veh/h 0 59 0 0 1063 12

Future Vol, veh/h 0 59 0 0 1063 12

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Stop Stop Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 16974 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 0 0 0 3 0

Mvmt Flow 0 64 0 0 1155 13

Major/Minor	Minor2	Major2
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Conflicting Flow All - 584 - 0

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - 6.9 - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - 3.3 - -

Pot Cap-1 Maneuver 0 460 - -

Stage 1 0 - - -

Stage 2 0 - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - 460 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach	EB	SB
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HCM Control Delay, s 14.1 0

HCM LOS B

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
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Capacity (veh/h) 460 - -

HCM Lane V/C Ratio 0.139 - -

HCM Control Delay (s) 14.1 - -

HCM Lane LOS B - -

HCM 95th %tile Q(veh) 0.5 - -

16: College St & Temple Ave

Projected Conditions

AM Peak Hour

Intersection												
Intersection Delay, s/veh	7.4											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	41	59	8	4	0	16	36	12	6	6	0
Future Vol, veh/h	4	41	59	8	4	0	16	36	12	6	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	50	0	0	0	11	0	0	0	0
Mvmt Flow	4	45	64	9	4	0	17	39	13	7	7	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	8.3	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	4%	67%	50%
Vol Thru, %	56%	39%	33%	50%
Vol Right, %	19%	57%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	104	12	12
LT Vol	16	4	8	6
Through Vol	36	41	4	6
RT Vol	12	59	0	0
Lane Flow Rate	70	113	13	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.079	0.117	0.019	0.015
Departure Headway (Hd)	4.067	3.722	5.117	4.274
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	957	696	830
Service Time	2.116	1.767	3.172	2.336
HCM Lane V/C Ratio	0.08	0.118	0.019	0.016
HCM Control Delay	7.5	7.3	8.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.1	0

19: College St & Wesley St

Projected Conditions

AM Peak Hour

Intersection

Intersection Delay, s/veh 7.4

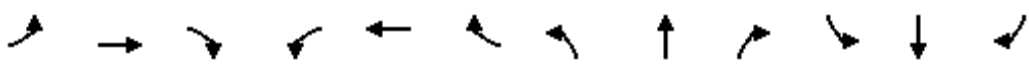
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	20	4	0	24	0	0	60	20	9	64	0
Future Vol, veh/h	4	20	4	0	24	0	0	60	20	9	64	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	22	4	0	26	0	0	65	22	10	70	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.4	7.4	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	14%	0%	12%
Vol Thru, %	75%	71%	100%	88%
Vol Right, %	25%	14%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	28	24	73
LT Vol	0	4	0	9
Through Vol	60	20	24	64
RT Vol	20	4	0	0
Lane Flow Rate	87	30	26	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.094	0.035	0.031	0.09
Departure Headway (Hd)	3.908	4.15	4.211	4.088
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	852	840	872
Service Time	1.956	2.226	2.287	2.134
HCM Lane V/C Ratio	0.095	0.035	0.031	0.091
HCM Control Delay	7.4	7.4	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.3

3: Jackson St & Madison St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↶↷	
Traffic Volume (veh/h)	0	19	7	16	30	0	0	0	0	124	791	44
Future Volume (veh/h)	0	19	7	16	30	0	0	0	0	124	791	44
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1870	1885	1900
Adj Flow Rate, veh/h	0	21	8	18	34	0				139	889	49
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0				2	1	0
Cap, veh/h	0	109	42	94	113	0				351	2361	136
Arrive On Green	0.00	0.08	0.08	0.08	0.08	0.00				0.77	0.77	0.77
Sat Flow, veh/h	0	1311	499	400	1358	0				458	3080	177
Grp Volume(v), veh/h	0	0	29	52	0	0				565	0	512
Grp Sat Flow(s),veh/h/ln	0	0	1810	1758	0	0				1862	0	1853
Q Serve(g_s), s	0.0	0.0	1.2	0.0	0.0	0.0				8.1	0.0	7.1
Cycle Q Clear(g_c), s	0.0	0.0	1.2	2.1	0.0	0.0				8.1	0.0	7.1
Prop In Lane	0.00		0.28	0.35		0.00				0.25		0.10
Lane Grp Cap(c), veh/h	0	0	151	207	0	0				1427	0	1421
V/C Ratio(X)	0.00	0.00	0.19	0.25	0.00	0.00				0.40	0.00	0.36
Avail Cap(c_a), veh/h	0	0	362	405	0	0				1427	0	1421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.95	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	34.1	34.5	0.0	0.0				3.1	0.0	3.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.0				0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.0	1.7	0.0	0.0				3.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	34.4	34.8	0.0	0.0				4.0	0.0	3.7
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		29			52						1077	
Approach Delay, s/veh		34.4			34.8						3.8	
Approach LOS		C			C						A	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		67.3		12.7				12.7				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		52.0		16.0				16.0				
Max Q Clear Time (g_c+I1), s		10.1		3.2				4.1				
Green Ext Time (p_c), s		18.4		0.0				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

6: Jefferson St & Madison St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕				
Traffic Volume (veh/h)	87	56	0	0	24	90	22	778	18	0	0	0
Future Volume (veh/h)	87	56	0	0	24	90	22	778	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1885	1900			
Adj Flow Rate, veh/h	96	62	0	0	26	99	24	855	20			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0			
Cap, veh/h	174	96	0	0	62	237	51	1917	47			
Arrive On Green	0.18	0.18	0.00	0.00	0.18	0.18	0.54	0.54	0.54			
Sat Flow, veh/h	563	534	0	0	346	1317	96	3567	88			
Grp Volume(v), veh/h	158	0	0	0	0	125	472	0	427			
Grp Sat Flow(s),veh/h/ln1097	0	0	0	0	0	1663	1880	0	1869			
Q Serve(g_s), s	6.7	0.0	0.0	0.0	0.0	5.3	12.4	0.0	11.0			
Cycle Q Clear(g_c), s	12.0	0.0	0.0	0.0	0.0	5.3	12.4	0.0	11.0			
Prop In Lane	0.61		0.00	0.00		0.79	0.05		0.05			
Lane Grp Cap(c), veh/h	270	0	0	0	0	299	1011	0	1005			
V/C Ratio(X)	0.59	0.00	0.00	0.00	0.00	0.42	0.47	0.00	0.42			
Avail Cap(c_a), veh/h	465	0	0	0	0	520	1011	0	1005			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.99	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.9	0.0	0.0	0.0	0.0	29.1	11.4	0.0	11.1			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.3	1.6	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln5.4	0.0	0.0	0.0	0.0	0.0	3.8	8.6	0.0	7.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	0.0	0.0	0.0	0.0	29.4	13.0	0.0	12.4			
LnGrp LOS	C	A	A	A	A	C	B	A	B			
Approach Vol, veh/h	158					125		899				
Approach Delay, s/veh	33.6					29.4		12.7				
Approach LOS	C					C		B				
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				20.4		49.0		20.4				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s				14.0		14.4		7.3				
Green Ext Time (p_c), s				0.4		12.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay	17.3											
HCM 6th LOS	B											

9: Jackson St & Wesley St

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations											 		
Traffic Vol, veh/h	0	0	29	3	14	0	0	0	0	0	927	35	
Future Vol, veh/h	0	0	29	3	14	0	0	0	0	0	927	35	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0	
Mvmt Flow	0	0	30	3	14	0	0	0	0	0	956	36	
Major/Minor	Minor2		Minor1			Major2							
Conflicting Flow All	-	-	496	478	992	-	-	-	-	-	-	0	
Stage 1	-	-	-	0	0	-	-	-	-	-	-	-	
Stage 2	-	-	-	478	992	-	-	-	-	-	-	-	
Critical Hdwy	-	-	6.9	7.5	6.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.3	3.5	4	-	-	-	-	-	-	-	
Pot Cap-1 Maneuver	0	0	525	475	248	0	-	-	-	0	-	-	
Stage 1	0	0	-	-	-	0	-	-	-	0	-	-	
Stage 2	0	0	-	543	326	0	-	-	-	0	-	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	-	-	525	448	248	-	-	-	-	-	-	-	
Mov Cap-2 Maneuver	-	-	-	448	248	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	512	326	-	-	-	-	-	-	-	
Approach	EB		WB			SB							
HCM Control Delay, s	12.3		19.3			0							
HCM LOS	B		C										
Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR									
Capacity (veh/h)	525		269	-	-								
HCM Lane V/C Ratio	0.057		0.065	-	-								
HCM Control Delay (s)	12.3		19.3	-	-								
HCM Lane LOS	B		C	-	-								
HCM 95th %tile Q(veh)	0.2		0.2	-	-								

13: Jefferson St & Posey Pl



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LT	RT	LT	LT	LT	LT
Traffic Volume (veh/h)	280	0	0	938	0	0
Future Volume (veh/h)	280	0	0	938	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1885	0	0	1885		
Adj Flow Rate, veh/h	304	0	0	1020		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	1	0	0	1		
Cap, veh/h	0	0	0	1914		
Arrive On Green	0.00	0.00	0.00	0.53		
Sat Flow, veh/h	0		0	3770		
Grp Volume(v), veh/h	0.0		0	1020		
Grp Sat Flow(s),veh/h/ln			0	1791		
Q Serve(g_s), s			0.0	10.8		
Cycle Q Clear(g_c), s			0.0	10.8		
Prop In Lane			0.00			
Lane Grp Cap(c), veh/h			0	1914		
V/C Ratio(X)			0.00	0.53		
Avail Cap(c_a), veh/h			0	1914		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			0.00	1.00		
Uniform Delay (d), s/veh			0.0	8.8		
Incr Delay (d2), s/veh			0.0	1.1		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(95%),veh/ln			0.0	6.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	9.9		
LnGrp LOS			A	A		
Approach Vol, veh/h				1020		
Approach Delay, s/veh				9.9		
Approach LOS				A		
Timer - Assigned Phs				6		
Phs Duration (G+Y+Rc), s				37.0		
Change Period (Y+Rc), s				6.0		
Max Green Setting (Gmax), s				31.0		
Max Q Clear Time (g_c+I1), s				12.8		
Green Ext Time (p_c), s				11.1		
Intersection Summary						
HCM 6th Ctrl Delay			9.9			
HCM 6th LOS			A			

14: Jackson St & Temple Ave

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations 

Traffic Vol, veh/h 0 48 0 0 1194 16

Future Vol, veh/h 0 48 0 0 1194 16

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Stop Stop Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 16974 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 0 0 0 1 0

Mvmt Flow 0 52 0 0 1298 17

Major/Minor	Minor2	Major2
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Conflicting Flow All - 658 - 0

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - 6.9 - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - 3.3 - -

Pot Cap-1 Maneuver 0 412 - -

Stage 1 0 - - -

Stage 2 0 - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - 412 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach	EB	SB
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HCM Control Delay, s 15 0

HCM LOS C

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
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Capacity (veh/h) 412 - -

HCM Lane V/C Ratio 0.127 - -

HCM Control Delay (s) 15 - -

HCM Lane LOS C - -

HCM 95th %tile Q(veh) 0.4 - -

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	47	29	0	12	4	20	52	0	1	15	0
Future Vol, veh/h	0	47	29	0	12	4	20	52	0	1	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	51	32	0	13	4	22	57	0	1	16	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.1	7.6	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	0%	0%	6%
Vol Thru, %	72%	62%	75%	94%
Vol Right, %	0%	38%	25%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	76	16	16
LT Vol	20	0	0	1
Through Vol	52	47	12	15
RT Vol	0	29	4	0
Lane Flow Rate	78	83	17	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.09	0.088	0.019	0.02
Departure Headway (Hd)	4.14	3.85	3.979	4.145
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	924	891	857
Service Time	2.182	1.902	2.042	2.2
HCM Lane V/C Ratio	0.09	0.09	0.019	0.02
HCM Control Delay	7.6	7.3	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.1	0.1

19: College St & Wesley St

Projected Conditions

MD Peak Hour

Intersection

Intersection Delay, s/veh 7.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	20	4	8	32	8	16	60	8	0	44	0
Future Vol, veh/h	4	20	4	8	32	8	16	60	8	0	44	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	25	0	0	0	0	0
Mvmt Flow	4	22	4	9	35	9	17	65	9	0	48	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.5	8.1	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	14%	17%	0%
Vol Thru, %	71%	71%	67%	100%
Vol Right, %	10%	14%	17%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	28	48	44
LT Vol	16	4	8	0
Through Vol	60	20	32	44
RT Vol	8	4	8	0
Lane Flow Rate	91	30	52	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.035	0.059	0.055
Departure Headway (Hd)	4.486	4.124	4.098	4.112
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	853	859	861
Service Time	2.538	2.223	2.192	2.183
HCM Lane V/C Ratio	0.115	0.035	0.061	0.056
HCM Control Delay	8.1	7.4	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.2

3: Jackson St & Madison St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	18	4	14	25	0	0	0	0	72	938	13
Future Volume (veh/h)	0	18	4	14	25	0	0	0	0	72	938	13
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1885	1900
Adj Flow Rate, veh/h	0	19	4	15	27	0				77	1009	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0				0	1	0
Cap, veh/h	0	115	24	90	102	0				195	2684	39
Arrive On Green	0.00	0.08	0.08	0.08	0.08	0.00				0.78	0.78	0.78
Sat Flow, veh/h	0	1522	320	409	1349	0				251	3448	50
Grp Volume(v), veh/h	0	0	23	42	0	0				575	0	525
Grp Sat Flow(s),veh/h/ln	0	0	1842	1758	0	0				1873	0	1876
Q Serve(g_s), s	0.0	0.0	1.0	0.0	0.0	0.0				8.1	0.0	7.1
Cycle Q Clear(g_c), s	0.0	0.0	1.0	1.7	0.0	0.0				8.1	0.0	7.1
Prop In Lane	0.00		0.17	0.36		0.00				0.13		0.03
Lane Grp Cap(c), veh/h	0	0	139	192	0	0				1457	0	1460
V/C Ratio(X)	0.00	0.00	0.17	0.22	0.00	0.00				0.39	0.00	0.36
Avail Cap(c_a), veh/h	0	0	359	395	0	0				1457	0	1460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.92	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.5	35.8	0.0	0.0				2.9	0.0	2.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.0				0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.8	1.4	0.0	0.0				3.5	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	35.7	36.0	0.0	0.0				3.7	0.0	3.5
LnGrp LOS	A	A	D	D	A	A				A	A	A
Approach Vol, veh/h		23			42						1100	
Approach Delay, s/veh		35.7			36.0						3.6	
Approach LOS		D			D						A	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		69.8		12.2				12.2				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		54.0		16.0				16.0				
Max Q Clear Time (g_c+I1), s		10.1		3.0				3.7				
Green Ext Time (p_c), s		19.3		0.0				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									

6: Jefferson St & Madison St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕				
Traffic Volume (veh/h)	57	33	0	0	15	74	24	838	13	0	0	0
Future Volume (veh/h)	57	33	0	0	15	74	24	838	13	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1885	1900			
Adj Flow Rate, veh/h	73	42	0	0	19	95	31	1074	17			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0			
Cap, veh/h	152	73	0	0	41	205	47	1710	28			
Arrive On Green	0.15	0.15	0.00	0.00	0.15	0.15	0.48	0.48	0.48			
Sat Flow, veh/h	538	488	0	0	275	1377	99	3596	60			
Grp Volume(v), veh/h	115	0	0	0	0	114	588	0	534			
Grp Sat Flow(s),veh/h/ln	1026	0	0	0	0	1652	1880	0	1874			
Q Serve(g_s), s	4.8	0.0	0.0	0.0	0.0	5.2	19.6	0.0	17.1			
Cycle Q Clear(g_c), s	9.9	0.0	0.0	0.0	0.0	5.2	19.6	0.0	17.1			
Prop In Lane	0.63		0.00	0.00		0.83	0.05		0.03			
Lane Grp Cap(c), veh/h	225	0	0	0	0	246	894	0	891			
V/C Ratio(X)	0.51	0.00	0.00	0.00	0.00	0.46	0.66	0.00	0.60			
Avail Cap(c_a), veh/h	561	0	0	0	0	625	894	0	891			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.8	0.0	0.0	0.0	0.0	31.9	16.4	0.0	15.8			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.5	3.8	0.0	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	0.0	0.0	3.7	13.3	0.0	11.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	0.0	0.0	0.0	32.4	20.2	0.0	18.7			
LnGrp LOS	D	A	A	A	A	C	C	A	B			
Approach Vol, veh/h	115					114		1122				
Approach Delay, s/veh	35.5					32.4		19.5				
Approach LOS	D					C		B				
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				18.2		45.0		18.2				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				31.0		39.0		31.0				
Max Q Clear Time (g_c+I1), s				11.9		21.6		7.2				
Green Ext Time (p_c), s				0.4		11.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay	21.9											
HCM 6th LOS	C											

9: Jackson St & Wesley St

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	31	10	8	0	0	0	0	0	982	64
Future Vol, veh/h	0	0	31	10	8	0	0	0	0	0	982	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	0	0	33	11	9	0	0	0	0	0	1056	69

Major/Minor	Minor2		Minor1				Major2					
Conflicting Flow All	-	-	563	528	1125	-	-	-	-	-	-	0
Stage 1	-	-	-	0	0	-	-	-	-	-	-	-
Stage 2	-	-	-	528	1125	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	7.5	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	3.5	4	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	475	438	207	0	0	-	-	-	-	-
Stage 1	0	0	-	-	-	0	0	-	-	-	-	-
Stage 2	0	0	-	507	283	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	475	407	207	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	407	207	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	471	283	-	-	-	-	-	-	-

Approach	EB		WB				SB					
HCM Control Delay, s	13.2		18.6				0					
HCM LOS	B		C									

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	475	285	-	-
HCM Lane V/C Ratio	0.07	0.068	-	-
HCM Control Delay (s)	13.2	18.6	-	-
HCM Lane LOS	B	C	-	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-

13: Jefferson St & Posey Pl



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗			↖↗		
Traffic Volume (veh/h)	255	0	0	951	0	0
Future Volume (veh/h)	255	0	0	951	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1900	0	0	1885		
Adj Flow Rate, veh/h	277	0	0	1034		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	0	1		
Cap, veh/h	0	0	0	1672		
Arrive On Green	0.00	0.00	0.00	0.47		
Sat Flow, veh/h	0		0	3770		
Grp Volume(v), veh/h	0.0		0	1034		
Grp Sat Flow(s),veh/h/ln			0	1791		
Q Serve(g_s), s			0.0	13.0		
Cycle Q Clear(g_c), s			0.0	13.0		
Prop In Lane			0.00			
Lane Grp Cap(c), veh/h			0	1672		
V/C Ratio(X)			0.00	0.62		
Avail Cap(c_a), veh/h			0	1672		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			0.00	1.00		
Uniform Delay (d), s/veh			0.0	12.0		
Incr Delay (d2), s/veh			0.0	1.7		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(95%),veh/ln			0.0	8.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	13.7		
LnGrp LOS			A	B		
Approach Vol, veh/h				1034		
Approach Delay, s/veh				13.7		
Approach LOS				B		
Timer - Assigned Phs				6		
Phs Duration (G+Y+Rc), s				34.0		
Change Period (Y+Rc), s				6.0		
Max Green Setting (Gmax), s				28.0		
Max Q Clear Time (g_c+I1), s				15.0		
Green Ext Time (p_c), s				8.7		
Intersection Summary						
HCM 6th Ctrl Delay			13.7			
HCM 6th LOS			B			

14: Jackson St & Temple Ave

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations 

Traffic Vol, veh/h 0 83 0 0 1218 36

Future Vol, veh/h 0 83 0 0 1218 36

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Stop Stop Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 16974 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 0 0 0 1 0

Mvmt Flow 0 90 0 0 1324 39

Major/Minor	Minor2	Major2
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Conflicting Flow All - 682 - 0

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - 6.9 - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - 3.3 - -

Pot Cap-1 Maneuver 0 397 - -

Stage 1 0 - - -

Stage 2 0 - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - 397 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach	EB	SB
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HCM Control Delay, s 16.7 0

HCM LOS C

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
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Capacity (veh/h) 397 - -

HCM Lane V/C Ratio 0.227 - -

HCM Control Delay (s) 16.7 - -

HCM Lane LOS C - -

HCM 95th %tile Q(veh) 0.9 - -

16: College St & Temple Ave

Projected Conditions

PM Peak Hour

Intersection													
Intersection Delay, s/veh	7.9												
Intersection LOS	A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	8	65	39	20	12	4	20	88	12	6	22	0	
Future Vol, veh/h	8	65	39	20	12	4	20	88	12	6	22	0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	9	71	42	22	13	4	22	96	13	7	24	0	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach	EB				WB				NB				SB
Opposing Approach	WB				EB				SB				NB
Opposing Lanes	1				1				1				1
Conflicting Approach Left	SB				NB				EB				WB
Conflicting Lanes Left	1				1				1				1
Conflicting Approach Right	NB				SB				WB				EB
Conflicting Lanes Right	1				1				1				1
HCM Control Delay	7.8				7.7				8				7.6
HCM LOS	A				A				A				A
Lane	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	17%	7%	56%	21%									
Vol Thru, %	73%	58%	33%	79%									
Vol Right, %	10%	35%	11%	0%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	120	112	36	28									
LT Vol	20	8	20	6									
Through Vol	88	65	12	22									
RT Vol	12	39	4	0									
Lane Flow Rate	130	122	39	30									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0.151	0.139	0.048	0.038									
Departure Headway (Hd)	4.175	4.115	4.434	4.436									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	845	877	812	810									
Service Time	2.27	2.115	2.439	2.444									
HCM Lane V/C Ratio	0.154	0.139	0.048	0.037									
HCM Control Delay	8	7.8	7.7	7.6									
HCM Lane LOS	A	A	A	A									
HCM 95th-tile Q	0.5	0.5	0.2	0.1									

19: College St & Wesley St

Intersection

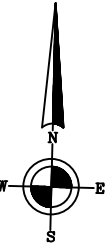
Intersection Delay, s/veh 7.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	0	4	48	12	24	108	28	9	68	4
Future Vol, veh/h	0	16	0	4	48	12	24	108	28	9	68	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	0	4	52	13	26	117	30	10	74	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.8	8.1	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	0%	6%	11%
Vol Thru, %	68%	100%	75%	84%
Vol Right, %	17%	0%	19%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	16	64	81
LT Vol	24	0	4	9
Through Vol	108	16	48	68
RT Vol	28	0	12	4
Lane Flow Rate	174	17	70	88
Geometry Grp	1	1	1	1
Degree of Util (X)	0.195	0.022	0.085	0.102
Departure Headway (Hd)	4.043	4.549	4.388	4.177
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	877	791	822	843
Service Time	2.123	2.552	2.389	2.273
HCM Lane V/C Ratio	0.198	0.021	0.085	0.104
HCM Control Delay	8.1	7.7	7.8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0.3	0.3



JACKSON ST

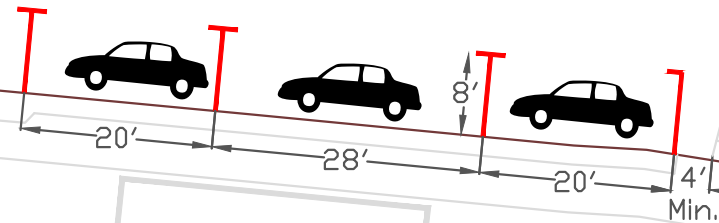
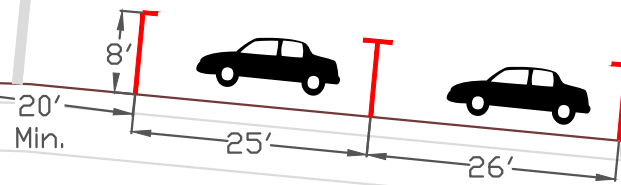
WESLEY ST

JEFFERSON ST

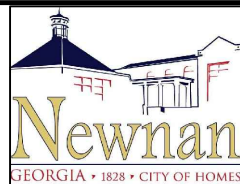
23

21

20



CALL BEFORE YOU DIG
72 HOUR NOTICE REQUIRED
UTILITY PROTECTION CENTER OF GEORGIA
1-800-282-7411



Project No.	XXXX	Date:	11/03/20
Engineer:	M.Klahr P.E.	Scale:	1" = 20'
Drafter:	R.H.	File Name:	
QC:	M.Klahr P.E.	Sheet No:	01 of 1

PROJECT PERMIT

Proposed One Way
Wesley Street

REVISIONS			
NO.	DATE	DESCRIPTION	BY

SHEET:

P1

Foundation Christian Church
30-A East Washington St.
Newnan, GA 30263
Tel (770) 396-2220
Jason@FoundationNewnan.com
www.FoundationNewnan.com



**FOUNDATION
CHRISTIAN
CHURCH**

NOVEMBER 3, 2020

Megan Shea
c/o: Newnan City Council
25 LaGrange Street
Newnan, GA 30263

Dear Megan,

Foundation Christian Church is requesting to block South Court Square on both ends from 3pm to 11pm and reserve all parking on that side of the square on Friday December 11th, 2020 beginning at 3pm.

We are planning to host a community wide, socially distanced, Christmas Movie and Party on the Square that evening. In keeping with City protocol, we plan to rent portable restrooms and line up trash services for the event. If needed, we can also provide security. We are expecting over 300 people for this event. We are asking for the reservation of the parking spots so that we can begin to set up our movie screen and accompanying equipment at that time. This event is a community event that is free to all those in attendance. Vendors may participate with us and individuals will be able to purchase items from them if they so choose.

We will also require masks of all of our staff and volunteers as well as make sure that all in attendance both register through our website and maintain a safe social distance at all times.

We have read and signed the Street Usage form and it is attached to this request letter. Pending approval, I will communicate with business owners on that side of the square to make them aware of the upcoming event. We have hosted an event on South Court Square before and each business owner was very amiable and eager to work with us and I expect nothing different this time around.

We considered Greenville Street Park, however, we would love to make use of the square ambiance during the Christmas season - we feel that such a unique season calls for an incredibly unique venue.

Please let me know if we need to send in any more documentation.

Warm regards,

Jason Walton

COMMUNITY OUTREACH PASTOR



GUIDELINES FOR USING THE DOWNTOWN NEWMAN SQUARE OR ANY CITY STREETS

NAME OF AGENCY	FOUNDATION CHRISTIAN CHURCH
NAME OF PERSON IN CHARGE OF EVENT	JASON WALTON
ADDRESS OF PERSON IN CHARGE	30-A E. WASHINGTON STREET. <i>Newman 30263</i>
CELL PHONE NUMBER OF PERSON IN CHARGE	(678) 378-3927
TYPE OF EVENT	COMMUNITY MOVIE NIGHT
PURPOSE OF EVENT	CHRISTMAS FAMILY EVENT
DATE OF EVENT	12/11/20
TIME OF EVENT	3pm - 11pm

CONDITIONS OF PERMIT

If permit is for any type utilizing streets of the city other than just the square area, a map shall be submitted to indicate routes of the event. If road race, walk or similar event, a fee will be charged based on number of police officers required to provide safety for the event; and all events of this type should be scheduled to end by 10:00 AM. If officers are required for other events, a fee will be charged based on number of officers requested by agency sponsoring event.

Applicants for permits for the square area only which require the setting of booths or selling goods should be aware that homegrown or handmade goods are preferred and that other goods sold should not be in conflict with goods that merchants on the square have for sale, excluding restaurant style prepared food items. Personal information from those attending the event should not be solicited. Subscription based businesses, home improvement companies, insurance companies, etc., that approach those attending the event for solicitation for future services are not allowed. It is recommended that a 10x10 booth space be assigned to each participant with the participants name written in chalk at each sidewalk location. Permanent marking on the square is not allowed. You must provide your own tent, chairs and tables. If your event requires electricity, it must be requested in advance. If it is used from the light poles, then the cover must be put back on after the event. If a cover is lost the event coordinator and vendor are liable for the cost of replacing the lost cover. All cords must be duct taped down to the sidewalks to prevent accidents.

EVENT STAFFING

The coordinator of the event on the square must remain on site throughout the set up and clean up of the event. The event coordinator must make sure that the square is returned to normal after the event is over.

GARBAGE

Additional rolling trash cans by the City of Newnan Sanitation Department need to be around the court square. Contact Sanitation Services at 770-253-0327 to coordinate and determine the number of cans needed for your event. We recommend that you cover the permanent cans surrounding the square and use the rolling cans. If the decorative cans are overflowing at the end of the event, they should be emptied into the rolling cans. Cost of Sanitation cans are \$10.00 per can during normal business hours and \$25.00 per can after hours. *(Costs are subject to change)*

PUBLIC NOTICE SIGNAGE

The coordinator of the event is responsible for obtaining and displaying Special Event Notice signs as provided by City staff. Public notice along/near the event location shall be provided at least 72 hours in advance of the event.

BATHROOMS

A portable restroom, or more depending on the size of the event, must be provided for the public to use. Downtown shops only allow restroom facilities to be used by paying customers. Main Street can assist with contact information on a Main Street member that provides port-a-potties for a fee. We recommend these be placed on the side of NuLink on West Washington Street.

PARKING

Vendors can park on the square to unload, but once unloaded they will need to move their vehicles to a city lot. Parking on the square or in front of stores is prohibited. This includes on side streets. Parking is for customers and event attendees.

AGREEMENT

I, Jason Warron, agree to these guidelines for use of the Newnan Square and/or city streets.

SIGNED

DATE

[Signature]
11/3/20

Motion to Enter into Executive Session

I move that we now enter into closed session as allowed by O.C.G.A. §50-14-4 and pursuant to advice by the City Attorney, for the purpose of discussing

And that we, in open session, adopt a resolution authorizing and directing the Mayor or presiding officer to execute an affidavit in compliance with O.C.G.A. §50-14-4, and that this body ratify the actions of the Council taken in closed session and confirm that the subject matters of the closed session were within exceptions permitted by the open meetings law.

Motion to Adopt Resolution after Adjourning Back into Regular Session

I move that we adopt the resolution authorizing the Mayor to execute the affidavit stating that the subject matter of the closed portion of the council meeting was within the exceptions provided by O.C.G.A. §50-14-4(b).

October 19, 2020

Mayor and City Council of the City of Newnan
City Manager's Office
25 LaGrange Street
Newnan, GA 30263

RE: Caldwell Tanks Property Master Plan Proposal

Dear Sirs and Madame,

First a personal statement. This is such an exciting opportunity. Being not just a citizen of Newnan but a resident and business owner of downtown, the idea that the Caldwell Tanks property could become a site that could generate a set of unique economic drivers that could boost Newnan's future into the next couple generations has always been inspirational. We are here. The choice by the City to acquire the property is a bold move and as you have said it deserves concerted effort to make sure the next moves are correct, or as correct as possible. I am humbled and honored to know that our group can bring the many of the right pieces and players to the table to make this a reality. Benefits of the initial plan and approach we have presented are readily obtainable for all stakeholders and the community at large. It is an amazing and somewhat serendipitous situation, but it is real.

Now from our group. Kip Oldham was invited to offer a proposal to conduct a master plan exercise that would establish a vision for the redevelopment of the property in question. Our team is planned to include a visionary experiential designer, with success in Atlanta-area projects such as Avalon and Atlantic Steel and the redevelopment of Colony Square. The engineering firm that we would like to come to the table with us has an exceptional track record in redevelopment projects of this type. They simply do not see the time frame as adequate to provide a proposal that addresses the project appropriately. We could cut and paste something together as others will do but the project deserves better attention. As much as we would like to invest every available minute into the response, it does not seem realistic to provide a complete reply.

However, with the understanding that we have gained over many years of studying the site and surrounding neighborhoods and the knowledge of the various impactful businesses that we have at the ready to bring to the project, we respectfully submit that the master plans that we have submitted to the City over the last few weeks are an exceptional, applicable and achievable genesis of the solution. Here is why:

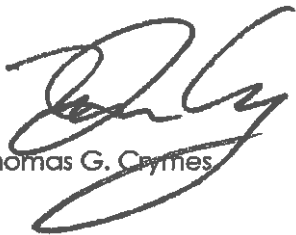
- The vision presented is grand but not on such a grand scale that its success would cannibalize the ongoing well-being and success of the existing Central Business District and threaten the peace of the surrounding areas. We cannot deteriorate the jewel on the Court House Square and the historic areas adjacent as a sacrifice to the success of this project. The businesses and projects that we have set to bring to the site are able to meet this critical goal as are the future phases.
- The phased approach that is proposed allows for flexibility to react to various unknowns from economic influences. Expansion toward mixed use/residential options is clearly defined but the ability to increase commercial office and retail space for boxes larger than those available on the square is also present. It is not necessary to predict which one is needed first, only to allow the implementation of both at the right time.
- The expectation of success will require an expanded and creative approach to meet parking needs. The approach presented allows for the initial phases to have parking satisfied on site. The subsequent phases allow for an on-site structure or, perhaps even better, a collaboration with the County Administration using their adjacent property assets as well (which we have had discussions with them about). We all know that the success of this project will eventually demand a move that will require all stakeholders to be engaged.

For these reasons we submit the conceptual master plans that have been developed since our conversation started. We have included prints of them with this letter. They have been developed with sensitivity to your input and with necessary input from the related businesses that we will bring to the table. We offer these as the preferred starting place for no cost and can continue to expand upon the vision at no cost until such a time as additional support is needed. Should the City choose to bring in an additional contributor to the conversation we respectfully expect that our group will be included in the process as primary contributor to the occupancy of the final master plan. We look forward to the next exciting steps. Until then we stand ready...

- Capital needed to jump start the efforts and Phase 1 are in place.
- Primary tenants for 45,000 sf of corporate office and commercial space are set to move forward, keeping a 75 year old business in Newnan for the foreseeable future. They would be in their new space by the start of 2022. A tight but doable schedule with the influence of the work we have already accomplished on their project.
- A hotelier group for a 60-room boutique hotel combined with an upper story ball room, sophisticated meeting rooms, 20-25 unique apartments, a 3,500 sf restaurant and a roof top venue are working through programming and design options with us now. They would like to be operational by end of 2022 spring of 2023. That is aggressive.
- An award winning regional brewery is eager and excited about bringing a tap room to perhaps be combined with an exciting restaurant concept. Looking to open as soon as we can create shell space.

Based on the potential described in our prior conversations, we have put a number of real wheels in motion. We have been asked by each of them to proceed with time being of the essence and be open to similar property options. Opportunities to implement the major projects above have a shelf life and we do not prefer to watch them spoil. We fully understand that the development financial and ownership structure must be worked out to accommodate all of the City's needs and make the development economically feasible as well. We are ready to come to the table to discuss this at your convenience. We are very hopeful that our collaboration with the City will pick up speed in the upcoming weeks and we can all see 2021 as the year that this is all kicked off! PLEASE let us know how you see us best participating and contributing.

Best regards,



Thomas G. Cymes



Kip Oldham

PHASE 1+2

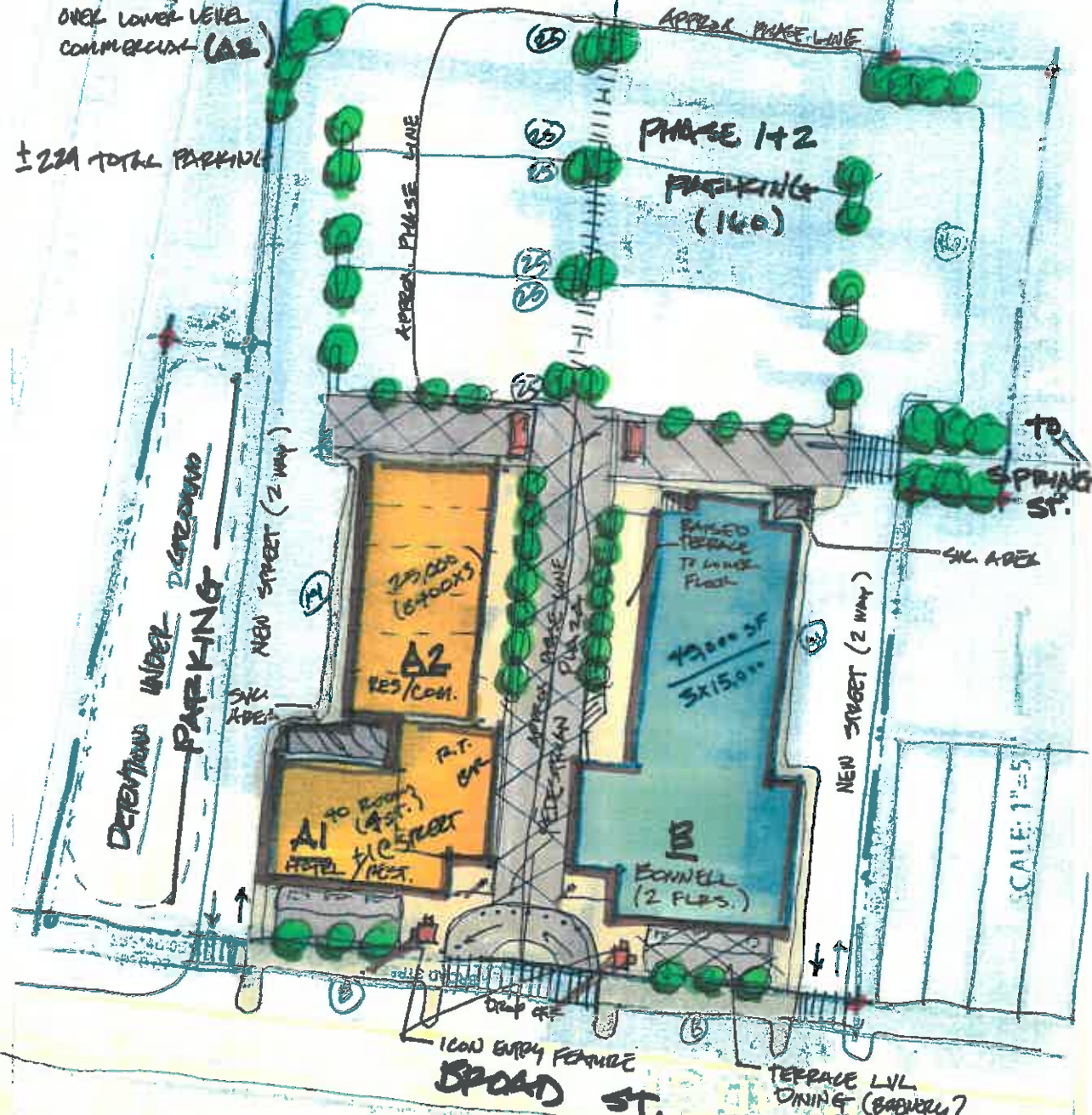
1. 3 STORY - 45K SF
COMMERCIAL OFFICE BLDG
W/ FOOD / REST. C
1ST FLOOR (B)

2. 4 STORY ±40 RM/KEY
HOTEL W/ REST + BAR
TOP BAR (A1)

RESIDENCES (2 OR 3 FLOORS)
OVER LOWER LEVEL
COMMERCIAL (A2)

± 229 TOTAL PARKING

REMAIN GREEN/
OVER FLOW



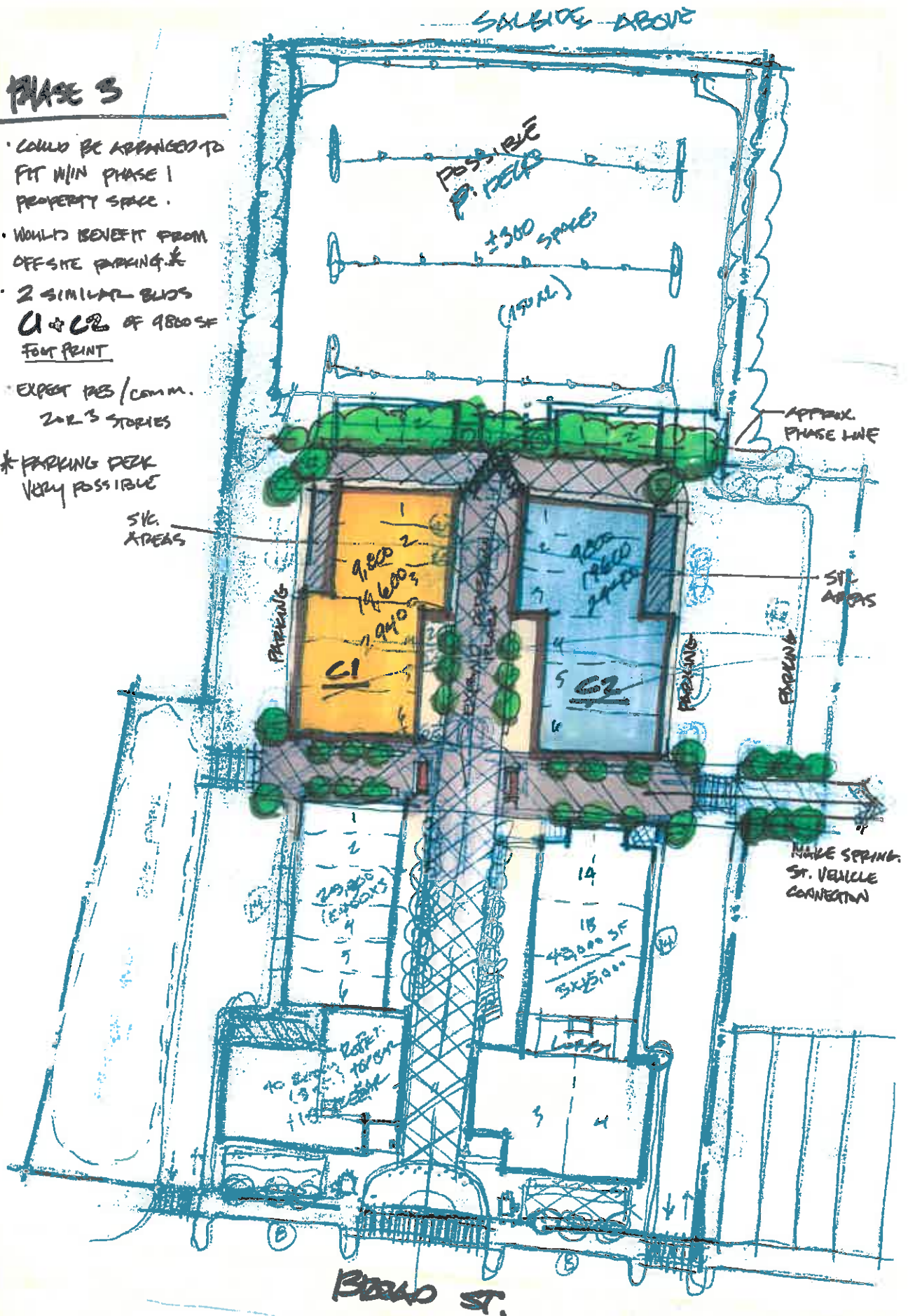
CALDWELL TANKS REDEV. CONCEPT
KARD

9/20

1:50

PHASE 3

- COULD BE ADAPTED TO FIT WITHIN PHASE 1 PROPERTY SPACE.
- WOULD BENEFIT FROM OFFSITE PARKING.
- 2 SIMILAR BLDGS
C1 & C2 OF 9800 SF
FOOT PRINT
- EXPECT 125 / COMM.
2 OR 3 STORIES
- * PARKING DECK
VERY POSSIBLE



CALDWELL TANKS REDEV. CONCEPT
9/20

PHASE 4*

- 12 UPSIDE TOWNHOMES
- PRIVATE CLUBHOUSE / GYM / MTG. ROOM (T1-12)
- 4 BOUTIQUE COMMERCIAL SPACES - COULD BE POP-UPS. (D1-4)

GATED SECURITY

BOUTIQUE RETAIL / SVCS.

- * THIS ALL ASSUMES AN OFF SITE P. DECK
- COLLABORATION W/ COUNTY ADMIN.
- COLLABORATION W/ ADJACENT LAND OWNERS.

- * COULD SKIP PHASE 3. KEEP PARKING + ESCAPE PHASE 4.

GATED SECURITY

GATED ENTRY

PRIVATE CLUB HOUSE

2 STORY + POSE TOP T. HOMES

PRIVATE CT. YARD / GARDEN WALK

2 CAR GARAGE

BROAD ST.

CALDWELL TANKS REDEV. CONCEPT
MAYO

9/20



Proposal for Conceptual Master Planning & Site Assessment Caldwell Tanks Redevelopment



57 East Broad Street
Newnan, Georgia

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Prepared by:

STEVENS & WILKINSON
ARCHITECTURE ENGINEERING INTERIORS

Ron Stang
Principal

Laura Morton
Associate

Stevens & Wilkinson's Philosophy for Historical and Community-Focused Development

- o First and foremost, we believe a project should be authentic to the specific community, town, city, or region in which it exists.
- o In our experience, shared public space is critical in a downtown development, and input from the residents early in the planning or design phase will result in a more successful project because of the sense of ownership residents inherit.
- o We strive to continue engagement with stakeholders and city residents throughout design and construction, which contributes to the long-term revenue generation of a project.
- o We understand the balanced relationship between all aspects of real estate development, including opportunity, vision, revenue potential and cost.
- o As a firm of architects, engineers and interior designers collaborating all in one office, we provide smart design solutions through the integrated flow of creative designer influence and practical engineer direction, especially with existing building projects.
- o We have extensive experience with historic buildings and sites, and the preservation, restoration, or repurposing thereof. Here are a few examples:

Sweet Auburn Curb Market Atlanta, GA

Upgrades to building systems and interior finishes, as well as exterior improvements to restore the historical character. Winner of UDC Award of Excellence and two AGCG Build Georgia Awards.



Cigar Factory Charleston, SC

Rehabilitation of existing 1882 building to a mixed-use development of loft office, retail, restaurant, and event spaces. Winner of National Trust for Historic Preservation's Best Award and BD+C Reconstruction Silver Award.



Pittsburgh Yards Atlanta, GA

Adaptive reuse of former shipping terminal, creating 100 individual "maker" spaces with shared amenities for local residents. Monthly engagement meetings were held throughout the entire duration of design and construction.



Stevens & Wilkinson's Philosophy for the City of Newnan & the Caldwell Tanks Site

- o The tenets of our firm's philosophy toward historical and community-focused development closely align with the vision we intend to deliver to the citizens of Newnan.
- o Our goal is to create an active and vibrant landmark for the City of Newnan, furthering a dynamic redevelopment of its downtown beyond being simply a "city of homes", but rather a destination that will instill a pride in ownership by knowing that what Newnan holds is unique to them.
- o We will seek to take advantage of the edge conditions and adjacency to the downtown core and surrounding residential areas, and bridge the gap between the two.
- o Given the history of the buildings (some dating back to 1854) and the uniqueness of the original structure, we believe there is potential to preserve and repurpose major portions of what is existing in an authentic way, celebrating the heritage of the site and its importance to the people of Newnan.
- o It will be important to study the connectivity of vehicular and pedestrian pathways to the site and through the site, as well as how this property can properly integrate into the grid of Downtown Newnan.

Preliminary Vision of Precedent : The Barlow in Sebastopol, CA



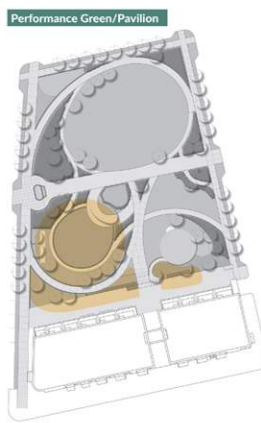
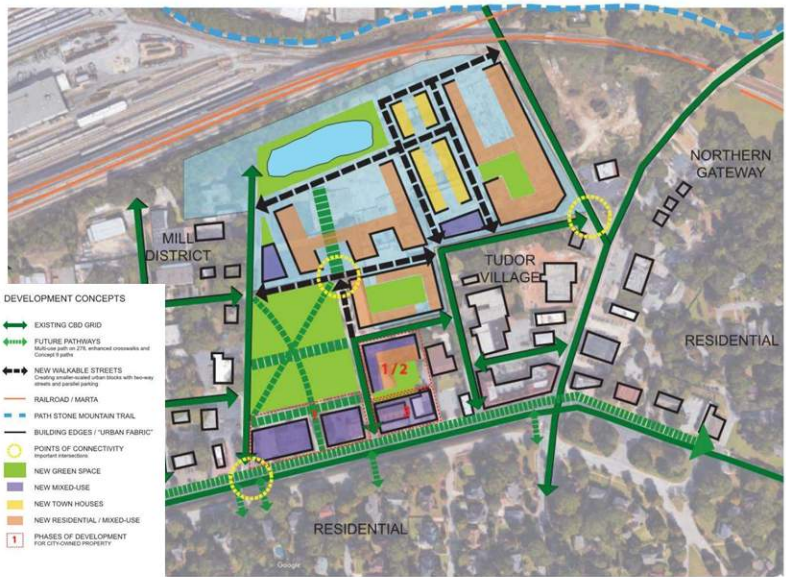
The following case studies will highlight a few key examples of our experience with projects of similar scope and scale:

- o Avondale Estates Town Center – demonstrates our focus on shared central green space as an amenity for city residents, as well as efforts toward extensive public engagement and solicited input from the community.
- o Downtown Decatur Master Plan – displays our ability to establish site connectivity within a small city grid.
- o Glenwood Park – exhibits our calculated approach to planned development with architectural character that complements the surround historical area. Glenwood Park grew out of the redevelopment of a large intown industrial site, the Williams Bros Concrete Plant.

Avondale Estates Town Center

Avondale Estate's downtown is comprised of its endearing historic Tudor Village and a mixture of development currently fragmented by empty lots and unoccupied buildings. The City has been in a visioning period to develop these underutilized parcels and realize the full potential of this 1920's planned community. Our developer-led team provided master planning and design services to transform four city-owned acres into a two-acre town green, and mixed-use buildings on a grand patio that overlook the green. The Town Green will be programmed with active and passive uses as well as City events, festivals and concerts. The Grand Patio – 30' wide and 300' long – will offer occupants outdoor dining and recreation with a sweeping view of the park and surrounding future development.

Construction of the town green will begin in January 2021. A City known for its high percentage of architects, planners and designers and having not one but two garden clubs, there was extensive public engagement throughout the process. It started with a 'call for ideas' from the community that led to the final visioning plan. The team solicited resident and stakeholder input by holding three public design meetings, including one at a local brewery. The team also conducted multiple online surveys and displayed design iterations in local establishments and on social media. The final town green design incorporates this feedback and will be a park that is uniquely Avondale.



Trinity Place, Downtown

Decatur Master Plan

For decades, the Callaway property had been an underutilized site on the “edge of” rather than “in” Downtown Decatur. It had not directly contributed to the life and vitality of reinvigorating Downtown.

However, when the center of gravity was changing, we partnered with Cartel Properties to study the Callaway site and how it was primed to be a central feature in the ongoing redevelopment of Downtown Decatur.

Project Strengths and City Goals

Understanding its unique context, our development concept sought to turn this “edge” site into a focal point – a centerpiece for living, working, shopping and entertainment and a contributor to the vibrancy of Downtown. The greatest strength of the development concept is its diverse array of uses and people-oriented spaces. Despite being a large site, the project does not overwhelm the context with large monolithic features. Rather, the concept envisioned a series of smaller blocks, discrete buildings and quaint public spaces.

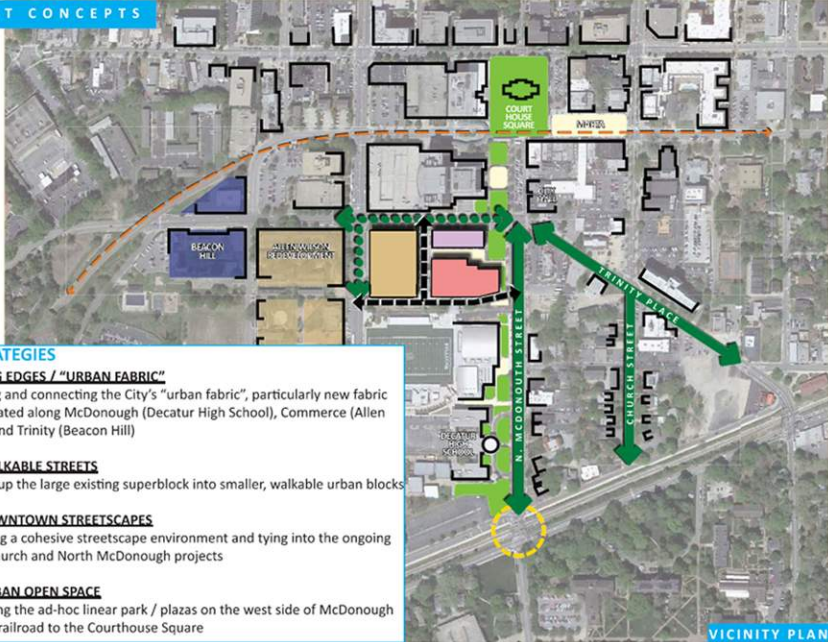
Key Principles:

- Principle A - Manage Growth While Retaining Order
- Principle B - Encourage a Diverse and Engaged Community
- Principle C - Serve as Good Stewards of the Environment & Community Resources
- Principle D - Support a Safe, Healthy, Lifelong Community

DEVELOPMENT CONCEPTS

CONNECTION STRATEGIES

- BUILDING EDGES / “URBAN FABRIC”**
Extending and connecting the City’s “urban fabric”, particularly new fabric being created along McDonough (Decatur High School), Commerce (Allen Wilson) and Trinity (Beacon Hill)
- NEW WALKABLE STREETS**
Breaking up the large existing superblock into smaller, walkable urban blocks
- NEW DOWNTOWN STREETSCAPES**
Continuing a cohesive streetscape environment and tying into the ongoing Trinity/Church and North McDonough projects
- NEW URBAN OPEN SPACE**
Completing the ad-hoc linear park / plazas on the west side of McDonough from the railroad to the Courthouse Square



VICINITY PLAN

DEVELOPMENT CONCEPTS



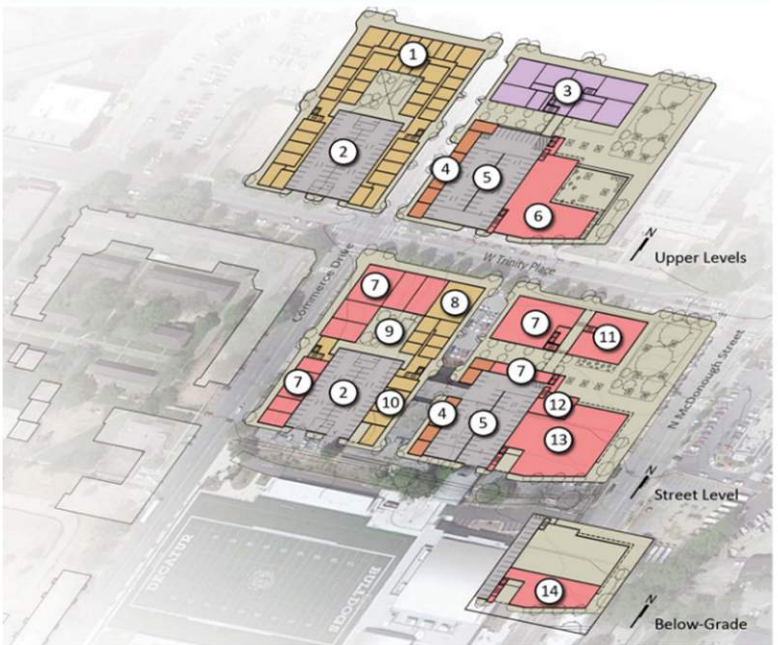
SITE PLAN

DEVELOPMENT CONCEPTS



Downtown streetlife stretches into the block at the Farmers Market Greenspace and Retail Courtyard to Residential beyond

VIEW FROM McDONOUGH LOOKING WEST



BLOCK PLAN DIAGRAMS



Smaller Blocks, Greenspace Continuity, Connectivity

VIEW LOOKING SOUTHWEST FROM ABOVE COURTHOUSE

Glenwood Park

With a commitment to new urbanism principles and a goal of creating a vibrant live-work-play community, Green Street Properties selected Stevens & Wilkinson to design three major buildings for the Town Center at Glenwood Park. This mixed-use development, located on 27-acres in east Atlanta, showcases the American mercantile building design theme prevalent in main streets of turn-of-the-century small towns. Each three-story building includes 38 one- and two-bedroom residential condominium units ranging in size from 750 to 1,200 square feet. These residential units are gracefully situated above 28,000 square feet of ground floor retail space designed to act as the main street centerpiece.

Stevens & Wilkinson created a dynamic community where residential and retail spaces easily blend and support each other to enhance and enrich the fabric of the surrounding neighborhoods. Winner of Urban Land Institute's Excellence in Development Award and the Atlanta Regional Commission Development of Excellence Award.



Conceptual Master Planning Schedule & Fee Proposal

Master Planning Timeline – Ten Weeks*

- o **Kickoff – Between October 28th and November 6th**
 - o Meet with core client group to reaffirm what uses the group would like to ensure are included in this master plan, as well as review past input from city residents
 - o Discuss strategy for future community engagement on a larger scale, and logistics of such with COVID-19 constraints
 - o Request/acquire a topographical survey of the property (if possible)
- o **Predesign in Weeks 1 through 4 – Begins November 9th**
 - o Use of survey(s) and Google Earth to produce a scaled site plan for planning and modeling purposes
 - o Produce 3D massing model of site and surrounding buildings for study
 - o Assess which structures will remain in whole or in part
 - o Study site access, traffic, parking, and connectivity to downtown Newnan
 - o Generate high-level programming of uses after determining what needs are not currently being satisfied in downtown Newnan
 - o Compile inspiration imagery and initial blocking diagrams
 - o Shoot aerial photographs (via drone) for sketching/massing purposes
 - o Phase culminates the week of December 7th with a public community engagement session for residents to provide feedback
- o **Concept Development in Weeks 5 through 8 – Resumes after Engagement Session**
 - o Develop master plan options per resident input and direction from the core client team
 - o Phase culminates the week of January 11th with a meeting with the core client group to review the options
- o **Concept Refinement in Weeks 9 & 10 – Resumes after Client Meeting**
 - o After option is selected, the master plan will be refined and finalized to produce a package the City of Newnan can use in the securing of investment partners
- o **Complete Package by January 29th**
 - o Conclude ten-week master planning effort, accounting for holidays



Proposed Fee for Conceptual Master Planning & Site Assessment : \$54,000

* Duration of 90 calendar days, however reduction for holidays results in ten-week effort

- o Anticipated 360 hours at \$150/hour average billing rate
- o Public engagement meeting may require additional fee for time, travel, and materials
- o If a more in-depth and detailed study is desired after the conceptual planning concludes, Stevens & Wilkerson will be eager to continue collaboration for an extended fee



We deliver brand **experiences**,
compelling **environments**, and
smart **solutions** across all the
places we...

work. shop. dine. stay.
live. play. heal. thrive.

> General Questions

EXPERIENCE WITH A REDEVELOPMENT PROJECT IN A RURAL CITY CENTER.

Our experience (partial listing attached) with a redevelopment project in a rural city center is extensive. Several recent projects in redevelopment of rural city centers include planning for East Point, Holly Springs, Peachtree Corners, Peachtree City, Macon TAD Master Planning, Lilburn and Lawrenceville.

FIRMS PHILOSOPHY AND APPROACH TO THIS TYPE OF PROJECT.

Approach is to analyze the context of the existing site and character of the buildings to determine which elements should be retained to respect the history and function of the site against those elements which would improve the energy of the site thorough adaptive reuse. Then determine what elements to infuse to bring the site into compliance with current trends and marketing programs.

The challenges include understanding how to underwrite the resulting tenants to supplementing that with adequate density and for sale product. Therefore, as most developers want for lease product as the anchor, we feel to be true to the community at large, we need their stakeholder input. In general, we think an adequate amount of “for sale” product produces the best result long term. We might suggest 20-30 for rent product over retail or office which would provide housing for both middle aged ‘lock and leave’ end users and for the worker employed here or downtown Newnan.

WHY IS YOUR PHILOSOPHY AND APPROACH BEST FOR THE CITY OF NEWNAN AND THIS PARTICULAR PROJECT?

Primarily because of our experience with so many difficult municipalities and their responses to their community at large. Great leadership authored by the City of Newnan in this format will be well received and the results will be celebrated.

This is a small segmented site that will require a strong idea to consolidate the program into a unified development. We can identify that idea and bring into fruition. We will not only look at the architecture to unify the site but create the spaces for programming that will bring life to the development. To be able to accomplish this we need to ‘create community” before we create the community. This means having a series of charrette’s with community stakeholders and the City staff to incorporate all of the best thought leadership for this incredible site.

ANTICIPATED MAJOR STEPS AND TIMELINE TO COMPLETE THE MASTER PLAN.

Fees are at an hourly rate with this at a guaranteed maximum

MAJOR STEPS	TIMELINE	FEES
Begin programming phase with City leadership/review	3 Weeks	\$6,000
Hold 2 community charettes through social media: An in person full day design/planning charrette with these results	4 weeks	\$12,000
Begin master planning and 3D modeling to understand the Components clearly along w/suggestions of architecture	3 weeks	\$20,000
Animation – (Optional) 90 second fly through animation to share with the community and to negotiate with future development partners	3 Weeks	TBD



EXHIBIT A HOURLY RATE SCHEDULE

Managing Director	\$250
Operations Director	\$200
Director, Business Development	\$200
Studio Director	\$200
Technical Director	\$200
Team Leader	\$175
Sr. Project Manager	\$160
Sr. Project Architect	\$145
Project Manager	\$135
Project Architect	\$120
Technical Designer III	\$115
Technical Designer II	\$100
Visualization Specialist II	\$100
Technical Designer I	\$90
Administrative Assistant	\$65
CAD/BIM Analyst	\$65
Support Specialist	\$65
Intern	\$45

- Hourly rates are subject to increase annually.

MADISON TOWN CENTER | MISSISSIPPI



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PEACHTREE CORNERS | GEORGIA



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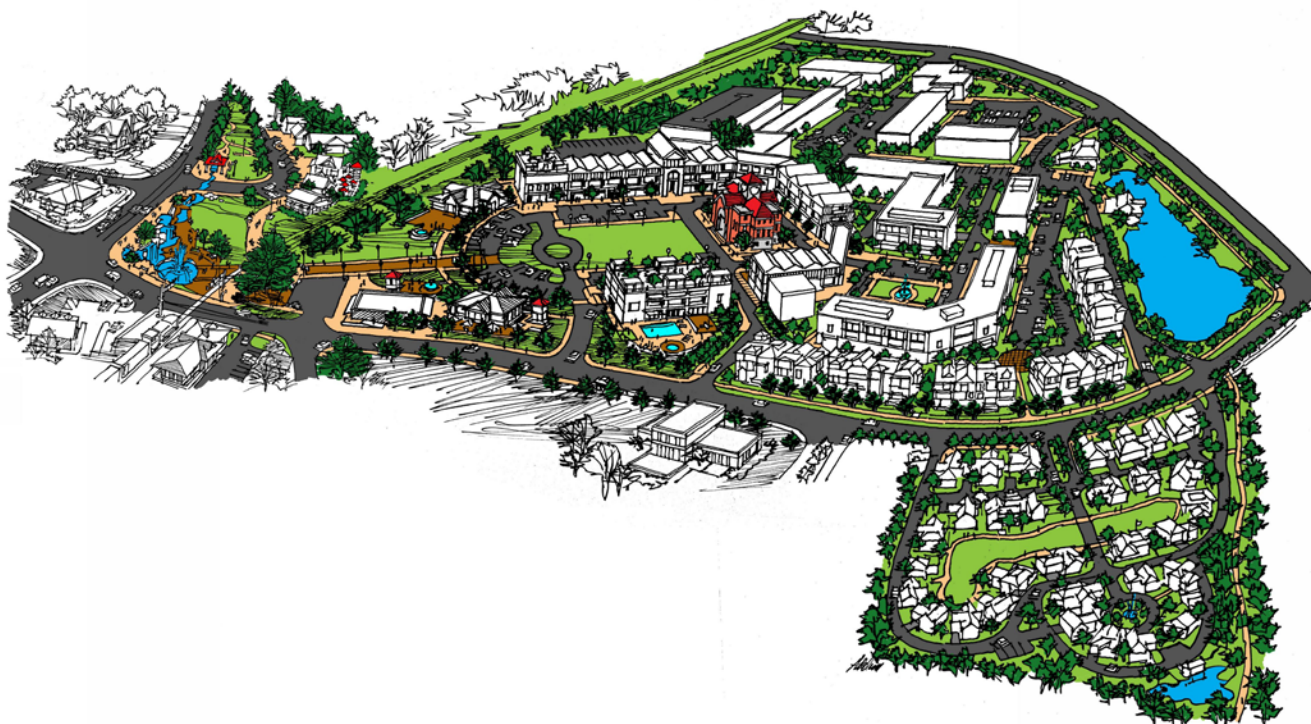
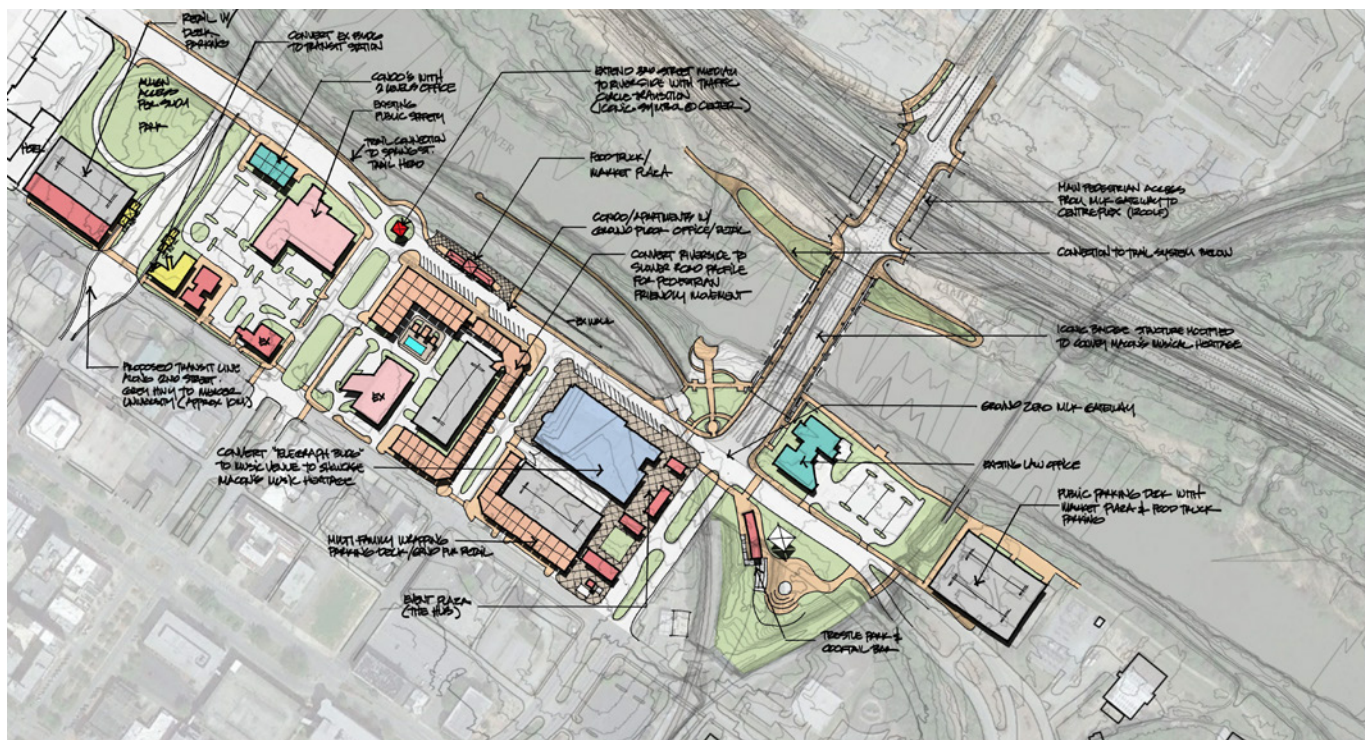
PEACHTREE CORNERS | GEORGIA



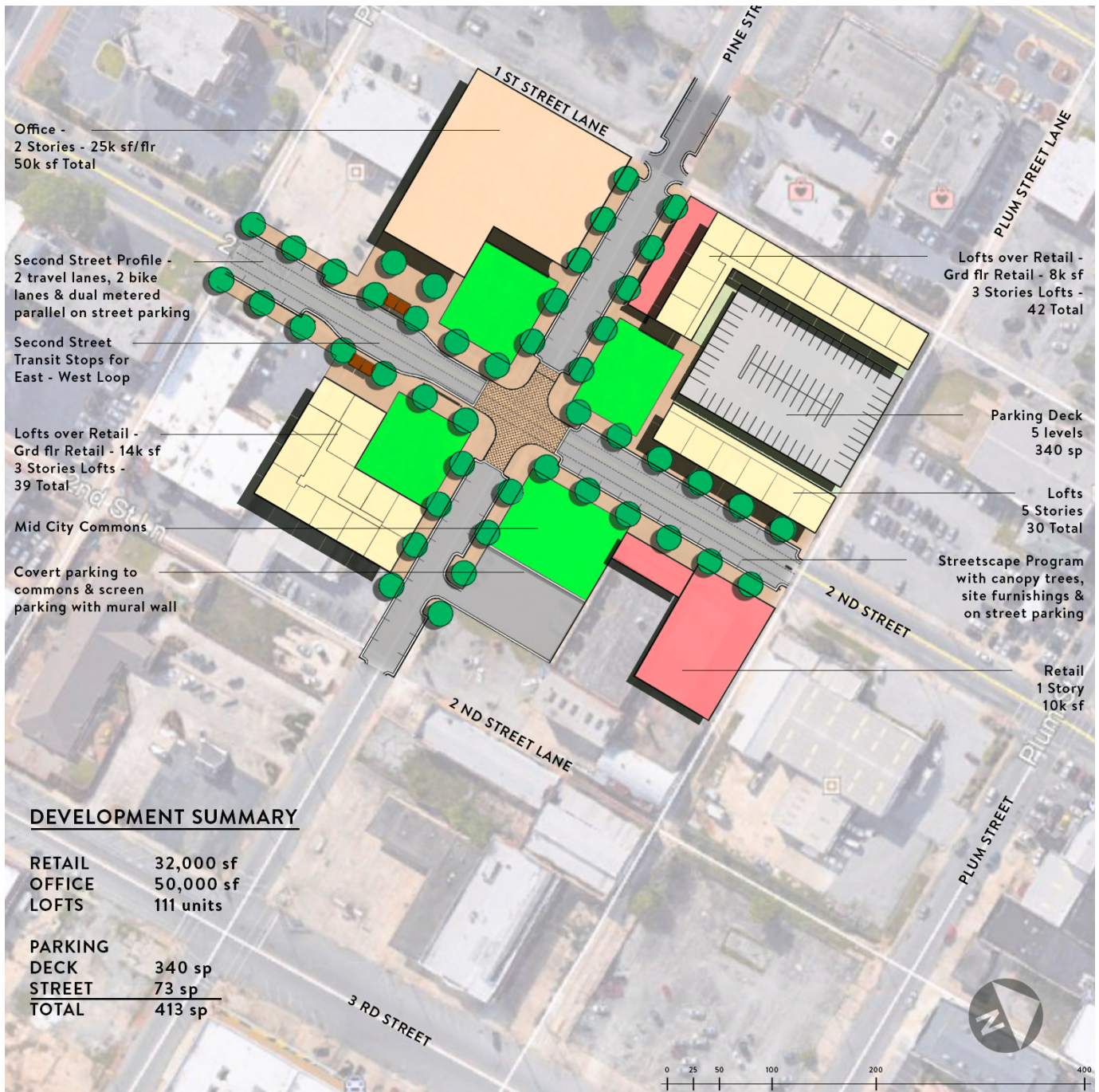
PEACHTREE CITY MIXED-USE VILLAGE | GEORGIA



DOWNTOWN HOLLY SPRINGS / GEORGIA

**MACON-BIBB TAD | GEORGIA**

MID CITY COMMONS / MACON, GA





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